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'I'll be saying "I pity the fool!" and smiling every time I walk up to it'

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MG IS NOW A BIG GUN WITH NEW AMMUNITION

MG CRACKED the top 10 brands in the SMMT's new car registration charts in March, outselling the likes of Vauxhall, Tesla, Peugeot, Mini and Skoda. Be in doubt that it is now a very serious player in the UK.

That sales success has come off the back of the excellent MG 4, an EV that has the better of many an electric hatchback rival before you even factor in its outstanding value. That such an excellent car is the first model off a new scalable platform set to spawn MGs big and small is a further sign that this success can be sustained, and that the 4 is no one-hit wonder.

The modern MG brand's links to its past are tenuous at best, yet its Chinese owners are not ignorant of that heritage. For many, an MG will always be first and foremost a small, accessible and affordable sports car, and now the modern MG is set to get one for the first time.

The MG Cyberster (p11) may not have the catchiest name, but it has our attention in breaking new ground in the electric car world as the first model of its type. If the Cyberster is able to capture the everyday driving appeal of the MG 4, then it will be the firm's biggest achievement yet.

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NEWS

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OFFICIAL PICTURES

New Cayenne gets uprated V8 and V6 before EV arrives

Porsche's big petrol SUV receives major overhaul and will be sold alongside new EV

The Cayenne, consistently Porsche's best-selling car, has been radically overhauled in a bid to ensure its sustained appeal as it remains on sale until the end of the decade – alongside an all-new and technically unrelated electric Cayenne due in 2025.

As the Cayenne returns in straight-backed SUV and rakish-roofed Coupé forms, chief among the mechanical upgrades is a swap from V6 to V8 power for the Cayenne S. The new S model's twin-turbo 4.0-litre unit – familiar from the Porsche Panamera and Lamborghini Urus – pumps out a healthily increased 468bhp and 443lb ft to both axles for a 0-62mph time of 4.8sec and a top speed of 167mph.

The entry-level Cayenne gets a twin-turbo 3.0-litre V6 (replacing today's 2.9-litre unit) and power and torque rise to 351bhp and 369lb ft.

The V6 also forms the basis for a heavily upgraded plug-in hybrid drivetrain for the Cayenne E-Hybrid and is mated to a boosted electric motor for a combined 464bhp. It is supplemented by a larger, 25.9kWh battery for a competitive EV-only claimed range of 52 miles and can be charged in just two and a half hours courtesy of a new on-board 11kW charger.

A further two plug-in hybrid variants will be added to the line-up later, including a hotter, V8-toting Turbo S E-Hybrid.

There is a power boost for the top-rung, V8-engined Cayenne Turbo GT too, which now touts 650bhp and clocks 0-62mph slightly quicker than a 911 GT3, in a blistering 3.2sec – but this range-topper has been withdrawn from sale in Europe for emissions compliance reasons. However, Europe is in line to soon receive a stiffened, V8-engined GTS.

Just as significant as the drivetrain revamp is the work Porsche has carried out to give the Cayenne an "increased range between ride comfort and performance". New two-valve dampers – working in conjunction with a two-chamber air suspension system – with separate rebound and compression stages are said to boost agility in hard corners, enhance ride comfort at low speeds and reduce pitch and

ELECTRIC CAYENNE 'COMPLETELY DIFFERENT' FROM ICE VERSION

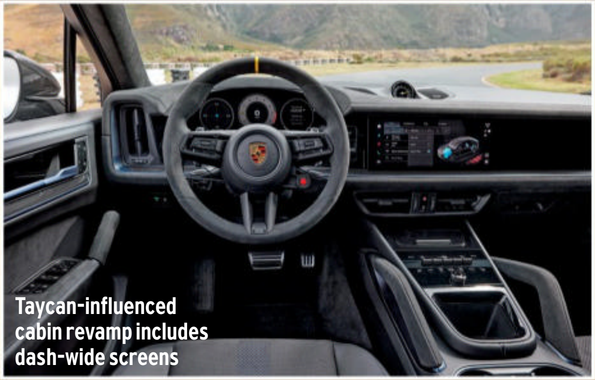
The upcoming electric Porsche Cayenne, due on sale in 2025, will benefit from engineering and technological development carried out on today's petrol version, but it will be a "completely different car".

Porsche's fourth production EV – after the Taycan, Macan EV and 718 EV – will serve as the fourth-generation Cayenne and will be sold for several years alongside the updated third-gen car.

Cayenne spokesperson Ben Weinberger said the EV will adhere to the "same philosophy" as its combustion-engined predecessor, but in making the switch to Porsche's PPE EV platform, it will become a "completely newly developed car". It will have its own styling and distinct character and positioning, and it will command a 10-15% premium over the petrol car.

Aware that buyers in certain markets will not be ready to switch to the electric model so soon, Weinberger suggested that there could even be another update in around three years' time for the petrol Cayenne, to keep it up to date with Porsche's expanding EV line-up.

Bodywork revisions belie the depth of tech and mechanical work


Taycan-influenced cabin revamp includes dash-wide screens

roll. In addition, the tyres are bigger, which improves comfort and has the added benefit of both filling the arches more effectively and being able to run at a lower pressure, thereby boosting grip.

The focus on luxury and refinement extends to a dramatic, Taycan-inspired overhaul of the Cayenne's interior, revealed last month. Aimed at providing an "even more intensive driving experience" while facilitating interaction – both with the car and the front-seat passenger – the Cayenne's new dashboard is dominated by a full-width digital panel comprising three screens: a 12.6in curved instrument cluster, a 12.3in central infotainment screen and, new for 2023, an optional touchscreen in front of the passenger. This new 10.9in interface allows the passenger to "take the strain off the driver" by setting the sat-nav and adjusting the media settings. Innovative screening technology means it is invisible to the driver, minimising distraction on the move.

The 'free-standing' digital instrument display (with up to seven different views, including a five-dial set-up reminiscent of the 911's), new-generation steering wheel, dash-mounted drive selector and redesigned centre console take their lead from the Taycan. It all forms part of Porsche's ploy to achieve a balance between digital and analogue elements for maximum global appeal.

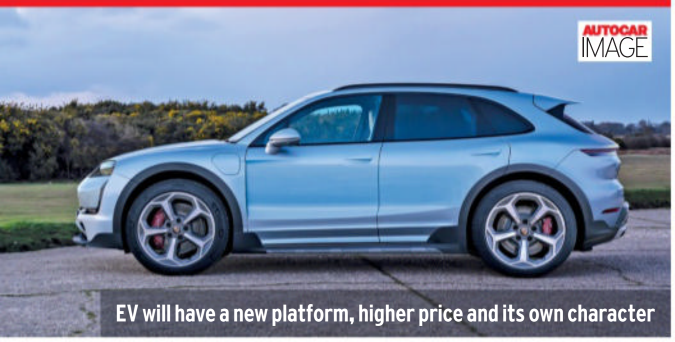
Ben Weinberger, spokesperson for Porsche's SUV models, told Autocar: "If you ask a Chinese customer, they say: 'The bigger screens, the better. More screens, bigger screens, more lights…' But if you ask a customer in Europe or the US, they say: 'No, I like knobs. I don't like this touchy stuff.'"

The extensive mechanical and technological overhaul is belied by a relatively subtle exterior makeover. This is headlined by the introduction of a reshaped front end hosting new-look matrix LED headlights with more than 32,000 pixels per cluster, which can block out oncoming cars "with pixel accuracy" to avoid dazzling other drivers. A freshened rear end and new colour and wheel options – ranging from 20in to 22in – round off the SUV's new look.

UK prices start from £67,400 (£70,300 for the Coupé), an increase on the outgoing car's £64,000. The line-up tops out with the £80,800 S and the £84,500 S Coupé.

This price rise is in part because the standard kit list has been extended for the updated Cayenne, but Porsche earlier pledged to introduce "significant price increases" on its cars in 2023.

FELIX PAGE



EV will have a new platform, higher price and its own character

ITS RESTRAINT IS REFRESHING

FELIX PAGE

Who'd have thought, 20 years ago, that the Cayenne would ultimately emerge as the most attractively understated and sensible of all the super-SUVs?

In a segment saturated with opulence and flamboyance – favoured by the most characteristically extroverted of buyers – this subtly updated Cayenne feels like a breath of fresh air by virtue of its comparative restraint. Of course, it helps that it has been revealed at the same time as BMW has just introduced the markedly more garish 'Label Red' version of its similarly conceived XM plug-in hybrid SUV, which will no doubt appeal to a wholly different clientele.

There are versions of Porsche's flagship that will cater to the Urus crowd (most obviously the not-for-Europe Turbo GT) but that the latest Cayenne majors so overtly on ergonomics, comfort and daily drivability will only serve to curry more favour with the discerning Range Rover or Aston DBX owner.

VW ID 7 ready to take on Model 3

Saloon arrives this year with a 435-mile long-range model; hot GTX and estate next

OFFICIAL PICTURES

ID 7 hits UK dealers this autumn; £50k price likely

Volkswagen's answer to the indomitable Tesla Model 3 is finally official: the ID 7 is a large, sleek saloon that goes big on luxury appeal in an attempt to bolster the Wolfsburg firm's share of the vital executive EV market.

Claimed to have been designed "for long distances", the ID 7 touts a claimed range of up to 435 miles (beating its US rival) in range-topping Pro S guise, which comes with an 82kW battery pack not yet used by any other VW. As well as being VW's longest-range EV, the ID 7 Pro S will be its fastest-charging, capable of topping up at 200kW.

A 77kWh battery – familiar from the ID 3, 4, 5 and Buzz – will be offered in the ID 7 Pro, for a claimed range of 382 miles and charging speeds of up to 170kW.

From launch, both variants are single-motor, rear-wheel-drive propositions. They use a newly developed motor and single-speed gearbox claimed to boost efficiency and power delivery compared with the firm's current EVs. It's a substantially more potent unit than that used by any rear-drive Volkswagen EV so far, bringing 282bhp and 402lb ft to give 0-62mph in around 6.0sec in the quickest variant.

An even faster, twin-motor GTX version will be launched later, which means the ID 7's powertrain line-up will ultimately mirror that of its Polestar 2, Tesla Model 3 and Hyundai Ioniq 6 rivals.

At nearly five metres long and with a wheelbase of about three metres, the ID 7 is larger than the Passat to which it serves as an indirect electric alternative – and is closer in size to the Arteon saloon, which bowed out in 2016. A more capacious estate variant will arrive soon.

The cabin majors on practicality but various touches ramp up its luxury credentials, including a panoramic roof that switches from opaque to transparent at the touch of a button, optional massage seats, an augmented reality head-up display and a 15.0in touchscreen running a heavily overhauled iteration of VW's MIB software platform.

VW is keen to emphasise

New tech lets BYD supercar step the light fandango

Yangwang U9 used BYD's advanced new body control system to drive on three wheels and to 'jump'

EVER IMAGINED A car that can jump? Chinese giant BYD is looking to make this a reality – of sorts. The car maker has revealed an all-new intelligent suspension system with vertical motion control that's dubbed "the most advanced vehicle body control system of the industry globally".

Called BYD Disus Intelligent Body Control, the system improves vehicle agility "in most driving scenarios", greatly "reducing the risk of vehicle rollover".

BYD previewed the system on a modified version of the Yangwang U9 supercar, which was shown to 'jump' and drive on three wheels.

The system will be fitted to cars from several BYD brands, including Denza, Yangwang and a new marque that will be launched in the summer. It will be fitted first to the Denza N7 coupé-crossover and Yangwang U8 SUV.

VW's infotainment has had a user-friendly makeover

the focus it has placed on making this new infotainment platform – shared with the facelifted ID 3 – easy to use. There is a new direct-access bar at the top of the screen for quick access to core functions, for example. The main menu can be opened without closing any in-use apps, the home screen can be configured to show icons for a driver's most commonly used apps and the main climate controls are now permanently at the bottom of the screen.

Perhaps most importantly, the touch sliders to adjust the temperature and volume are now illuminated, so they can be used safely at night.

The ID 7 will be launched in Europe and China this autumn and the US in 2024. UK prices have not been confirmed, but the company has suggested a start price of about £50,000. **FELIX PAGE**

Rugged Denza N7 4x4 will be among first cars to use new tech

Maybach goes electric with ultra-luxurious take on Merc EQS SUV

THE FIRST ALL-ELECTRIC Mercedes-Maybach ushers in a new era for the ultra-premium sub-brand as the German car maker pushes forward with a profit-focused strategy centred on large, plush cars.

A luxurious reimagining of the standard EQS SUV, the range-topping Maybach EV, badged EQS 680, is intended to position Mercedes at the head of the premium EV table by offering a bespoke luxury electric 4x4 before main rivals Bentley and Rolls-Royce.

An evolution of the Maybach Concept EQS, the car's key specs include a 659bhp, 701lb ft twin-motor powertrain (up 123bhp and 68lb ft on the current top-rung EQS 580 4Matic) and a 373-mile range (down five miles from the same 108.4kWh battery).

But it is the interior that has received the most attention and where Mercedes hopes it can attract more buyers to the brand to boost Maybach's 23,000 sales total last year.

The new EV builds on the plush EQS 580: vegetable-tanned nappa leather 'Executive' seats – with massage and comfort features – are fitted all round, with 11.6in displays for rear passengers and a built-in fridge.

Pricing has yet to be announced, but given the EQS SUV 580 costs £152,635, the new Maybach is likely to be comfortably over £200,000.

Maybach has raised the perceived quality of the regular EQS SUV

Two motors combine for 659bhp and 701lb ft; range is 373 miles

Rear occupants get plush seating, 11.6in displays and a fridge

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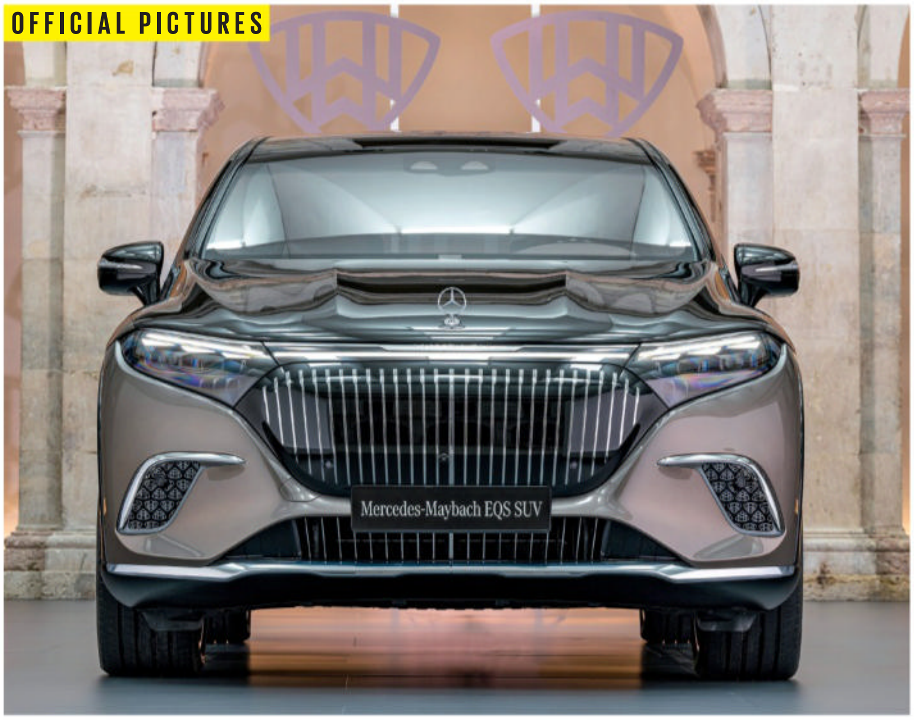


Polestar 4 targets Macan

Electric SUV coupé sets sights on premium rivals in 268bhp and 537bhp forms

The fourth car from Sino-Swedish brand Polestar has been revealed as "the reinvention of the SUV coupé" and will enter the premium crossover segment to take on the Porsche Macan.

Arriving, notably, without a rear window, the Polestar 4 joins the recently unveiled Polestar 3 SUV as the firm's first bespoke offerings, in contrast to the Volvo-based design roots of its first two models, the 1 and 2.

Like the £78,900 Polestar 3, the rakish, electric-powered 4 is positioned as a premium model to rival the likes of Porsche, BMW and Genesis. As such, it will command a price of between £50,000 and £65,000, depending on whether a single- or dual-motor powertrain is chosen.

A focus on maximum range has shaped the design, according to head of Polestar design Maximilian Missoni. This is due to the positioning of the header rail, which most cars have and is sited around the rear roof area to add rigidity and strength to the vehicle's structure.

The rail's position is pivotal: lower it too much to ensure a slippery vehicle and the rail impedes head room, but keep it high for more interior space and it impacts performance by affecting aerodynamics.

Polestar's solution for the 4, which is based on Volvo/Polestar's largely aluminium PMA platform, is to both lower the header and move it behind the rear passengers' heads. Doing so sites the header rail where the rear window would normally be, so a roof-mounted camera now aids rear visibility in lieu of the rear glass. The 4's drag coefficient is a slippery 0.269. The Tesla Model S's, for comparison, is 0.208.

Polestar CEO Thomas Ingenlath, formerly design head at Volvo, has been an influencing factor in how the 4 looks. Ingenlath joked that more conservative car makers would still be gauging reaction to the idea at customer clinics. "You are not a design leader if you have to go out and clinic," he said.

The 4 crossover is just under five metres long, with a 102kWh battery pack (94kWh of usable capacity) and 268bhp in single-motor form or 537bhp as a dual-motor model.

"It's a very good addition to the 3," said Ingenlath. "Polestar will cover the premium SUV segment in a comprehensive way, from €50,000 to, well... Does it ever end?"

Polestar's designers say the 4's interior has been inspired by fashionwear.

BMW i7 M70 xDrive unveiled as firm's most potent EV yet

The dual-motor i7 M70 makes 650bhp and up to 811lb ft

OFFICIAL PICTURE

BMW'S M PERFORMANCE division has lifted the veil on the new i7 M70 xDrive – the company's most powerful electric model to date.

Set to go on sale during the second half of this year, the upmarket saloon arrives with a newly developed dual-motor drivetrain offering a combined 650bhp – some 40bhp more than the system used by the iX M60 xDrive launched last year.

Visually, the electric M performance saloon is distinguished from other i7 models by a new-look front bumper and a uniquely styled grille with illumination.

At the heart of the latest electric-powered M Performance model is a front electric motor with 255bhp and a heavily revised rear electric motor delivering up to 483bhp.

The two electric motors combine to provide the i7 M70 xDrive with 749lb ft, and up to 811lb ft is available for short periods of full-throttle acceleration when the M Launch Control and M Sport Boost functions are used. BMW M says it will hit 62mph from standstill in 3.7sec and reach a top speed limited to 155mph.

A 101.7kWh lithium ion battery, equipped with its own uniquely programmed power electronics system, is claimed to provide a range of between 303 and 348 miles. The latter figure is achieved in a new 'Max Range' driving mode that limits both the output of the electric drivetrain and the vehicle's maximum speed.

Underneath, the i7 M70 xDrive receives a uniquely tuned air suspension system with continuously variable damping control, four-wheel steering, active roll stabilisation and active roll comfort. It also gets uprated brakes and unique 21in alloy wheels as standard.

LUXURY LEXUS MPV HEADING TO UK

The new, second-generation Lexus LM (for 'Luxury Mover') people carrier will come to the UK this year. It is based on the Toyota Alphard and has been on sale since 2019 in both four- and seven-seat forms.

UPDATED WRANGLER ON THE WAY

A facelifted Jeep Wrangler will land in the UK after its US launch later this year, but without its new 4xe hybrid powertrain. The refreshed Wrangler gets a new grille and updated cabin and will be the fifth model Jeep offers here when it arrives.

The materials used are typically modern in feel but minimalist and elegant in design. Aside from one rotary knob on the centre console, there are no separate buttons for the climate or infotainment. It's all touchscreen. Missoni said he thinks it's more usable.

The rear cabin, which has a backlit panel stretching behind the seats, is "a modern place to be, very cocooning", according to Missoni. The rear-view mirror can be flicked from camera screen to mirror so drivers can check on rear-seat occupants.

The 4 will be built in China and go on sale there first, with a staggered global roll-out to follow. European sales are set to begin next spring.

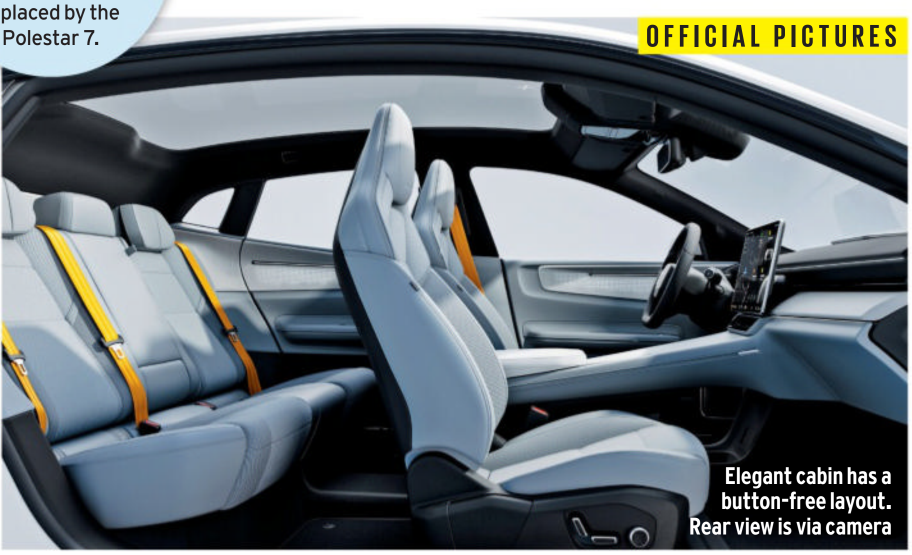
MATT PRIOR

Missoni calls the rear design "robotic". It will be replicated in Polestars to follow.

Sleek shape is aided by the novel positioning of the rear header rail

The confident naming plan continues – so the current 2 will eventually be replaced by the Polestar 7.

OFFICIAL PICTURES



Elegant cabin has a button-free layout. Rear view is via camera

LABEL RED UPS THE ANTE EVEN MORE

Arriving alongside the i7 M60 is the XM Label Red, which is set to upstage its sibling as the most powerful car BMW has yet put on the road. Packing a twin-turbocharged 4.4-litre V8 and electric motor that combine to give up to 738bhp and 738lb ft – 94bhp and 148lb ft more than the standard XM – the Label Red will be able to dispatch the 0-62mph sprint in 3.8sec. Prices start at £170,860, a near-£22,000 rise.

'ENTRY-LEVEL' HIPHI Y TO RIVAL MERCEDES-BENZ EQE

Chinese brand HiPhi has revealed its entry-level electric SUV, dubbed the Y, which is tipped to come to select European markets, including the UK. Leaked figures confirm the car will have a maximum range of 500 miles (under the China Light-Duty Vehicle Test Cycle) from a 115kWh battery. A 76.6kWh unit will also be offered. Top-rung models will get 331bhp. Pricing has yet to be revealed, but the Y will sit below its £75k X and Z siblings.

OFFICIAL PICTURE

SPECIAL BENTLEY MARKS LE MANS WINS

A special-edition Bentley Continental GT has arrived to mark 20 years since the firm's sixth Le Mans win. In a nod to the victorious Speed 8 racer, the W12 machine gets special touches such as a white #7 graphic and bespoke racing livery.

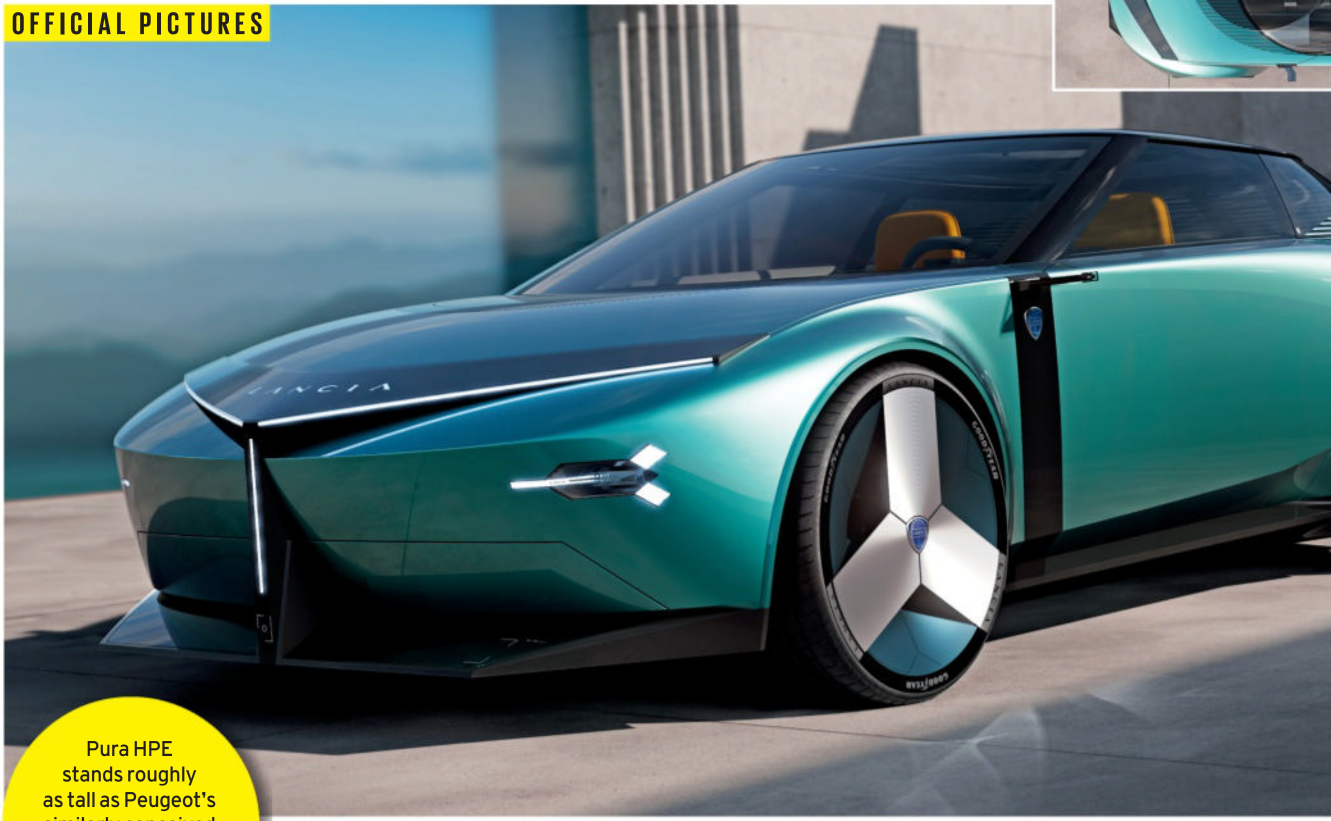
JLR UPSKILLS NEXT-GEN EV ENGINEERS

Jaguar Land Rover has created a new course to prepare its engineers for the switch to EVs. The scheme, based at Coventry University and currently training 1200 engineers, offers EV-specific training that is "tailored to JLR".

Pura HPE hints at Lancia's future

Coupé concept revealed as showcase for iconic Italian brand's EV plans

OFFICIAL PICTURES



Pura HPE stands roughly as tall as Peugeot's similarly conceived Inception concept but is significantly narrower and shorter.

Lancia has revealed a bold new electric sports coupé that previews the design, technology and positioning of its future production cars.

The Pura HPE is derived from the floating 'Pu+Ra Zero' sculpture the firm unveiled last year as a preview of its future design intent. The 'HPE' element of its name is taken from the High-Performance Estate variant of the successful Beta that redefined Lancia's image in the 1970s, but in the Pura's case it stands for 'High-Performance Electric'.

The stylistic influence of Lancia's iconic past models is clear: the rear end is a futuristic reinterpretation of the Stratos, the 'calice' LED front light bar is derived from the chrome motif on the front of cars such as the original Delta and Aurelia, and there is more than a passing resemblance to the legendary 037 in the HPE's low-slung, squat proportions. These nods to Lancia's "glorious and rich" heritage will be a defining theme of the brand's future line-up, CEO Luca Napolitano has said, confirming recently that the first of these cars, the new Ypsilon, is "basically ready" ahead of its planned launch next year.

The four-seat coupé concept – measuring 4450mm long, 1950mm wide and 1350mm tall – will not evolve directly into a production car, Lancia has suggested, but it gives strong hints to the design cues and technology that will feature on the firm's upcoming models. These include the Ypsilon, which is being launched with hybrid and EV options (both most likely based on the Fiat 500), a new 'flagship' EV saloon coming in 2026 and the reborn Delta that's due in 2028.

Lancia will only launch electric cars from 2026 and will stop selling the hybridised Ypsilon from 2028, bringing to an end almost 120 years of combustion-engined Lancias.

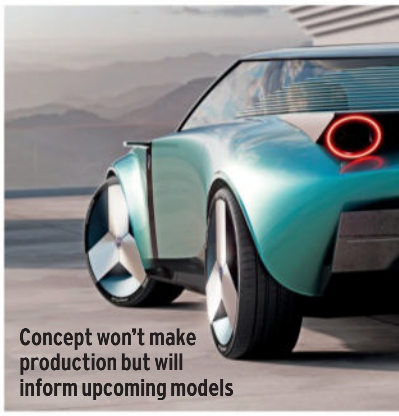
Also previewed by the HPE are Lancia's plans for a radical interior rethink for its new cars. This is intended to help position the brand more concretely as a technology-focused premium alternative to the likes of Audi and BMW. The Pura HPE's cabin has been designed to provide a "warm and welcoming" contrast to the clear-cut, more aggressive exterior.

The deep, velvet front seats are said to provide armchair levels of comfort, for example, there are small round tables in the front and back, and the unique circular glass roof swivels open to provide an innovative new take on the classic targa top. The materials used throughout are 70% recycled, and Lancia is targeting a figure of at least 50% recycled materials for its production cars.

Tellingly, Lancia's new-generation infotainment system – previewed here for the first time – is called 'Sala', which translates to 'room' but also stands for 'sound, air, light and augmentation'. This new platform is controlled either by voice commands or using an expansive (and purely conceptual) circular touchscreen that folds out of the dashboard and will provide a raft of new functions and interfaces aimed at enhancing the driving experience and providing new entertainment functions while waiting at charge points. A smaller screen for essential driving data is housed in the centre of the steering wheel.

Lancia says the fully functioning HPE concept is a "joy to drive", but the firm is keeping technical details close to its chest for now. Electric Lancias will be based on parent company Stellantis's STLA EV platforms and closely related to equivalent models from sibling brands including Peugeot, Alfa Romeo, Maserati and Vauxhall.

The brand has not yet confirmed whether UK sales are on the cards, having bowed



Concept won't make production but will inform upcoming models

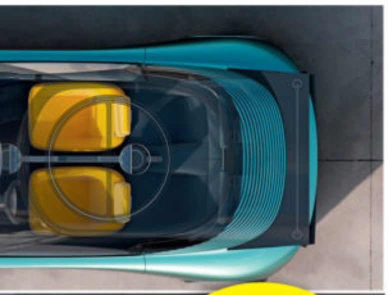
IS LANCIA'S FUTURE AS BRIGHT AS ITS PAST?

RICHARD LANE

The Pura HPE is no Stratos Zero – it doesn't instantly shock or dazzle like Gandini's 1970 wedge, which was the last time Lancia revealed a compelling 'manifesto' design concept. The new concept also flirts with pastiche status: the tail is borrowed from the Stratos HF, as is the wraparound glasshouse, yet head-on it reminds me of the Hyena. Then there's the silhouette, which is essentially two-box with strict geometry, so redolent of the Delta, and those incredible bucket seats are pure Delta S4 Stradale.

But, especially in Lancia's case, taking inspiration from your own back catalogue is better than copying anyone else, and in 2023 the Pura HPE at least seems to possess its own personality. For one thing, being so low and wide and with almost no overhangs immediately sets it apart. You can also see how Lancia could branch in several directions from here: coupé, hatchback or notchback sports saloon. Just no SUVs, please.

Striking Stratos Zero concept was revealed in 1970



Future Lancia models will have the brand name spelled out at each end and wear the classic shield emblem on their sides.

Pura HPE uses Stellantis's new STLA EV platform

out of the market in 2015, but it will begin selling cars outside of Italy for the first time since 2017 as it gears up to launch in France, Spain, Portugal, Belgium and the Netherlands.
FELIX PAGE

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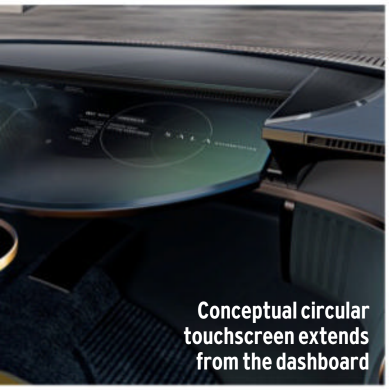
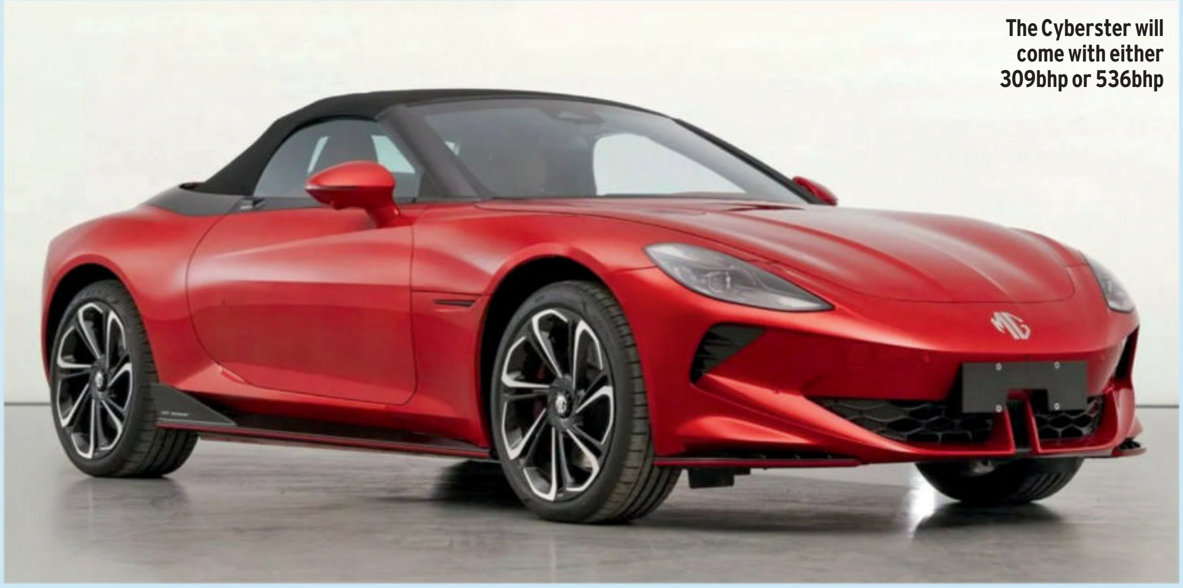


Conceptual circular touchscreen extends from the dashboard



The Cyberster will come with either 309bhp or 536bhp

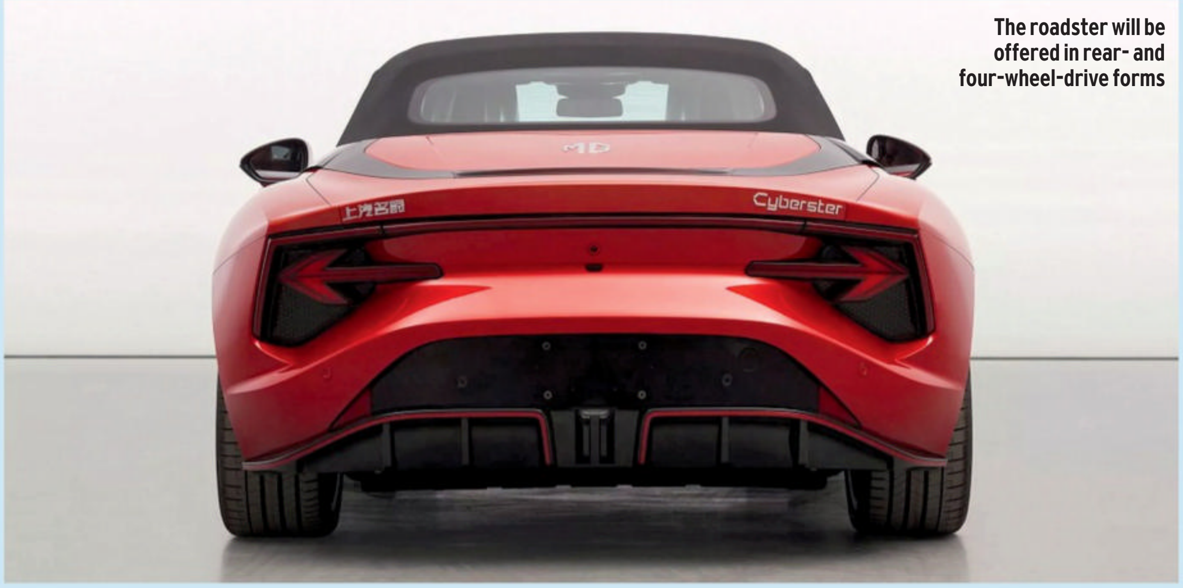
Cyberster sales set for MG's centenary year

THE LONG-AWAITED, production-spec version of the new MG Cyberster has been revealed unofficially ahead of its public debut via filings on the Chinese Ministry of Transport website.

The Cyberster, first previewed in 2021 in outlandish, futuristic concept form, is expected to go on sale next year (MG's centenary year) as the first of a new breed of electric, two-seat roadsters – more than a decade after Tesla's debut Roadster drop-top was retired.

Full details will be given when the car is officially unwrapped in the coming months, but leaked specifications reveal that it measures 4535mm long, 1913mm wide and 1329mm high, making it slightly larger than the Porsche 718 Boxster. The Cyberster will offer a choice of rear- and four-wheel drive, delivering 309bhp or 536bhp and making it a much more potent proposition in all forms than MG's last sports car, the TF. Single-motor cars will tip the scales at 1850kg, while the 4WD range-topper will weigh 1985kg.

Pictures on Chinese social media reveal the Cyberster will feature a Tesla-style yoke steering wheel and a lavish, tech-heavy cockpit quite different from any of MG's current production models.



The roadster will be offered in rear- and four-wheel-drive forms

Special Alfas mark Quadrifoglio's 100th

NEW LIMITED-EDITION variants of Alfa Romeo's Giulia and Stelvio Quadrifoglio mark a century of the sporting sub-brand and bring with them a slight uplift in power and a host of unique features.

Capped at 100 units worldwide per car, the pair, badged Quadrifoglio 100 Anniversario, have their 2.9-litre V6 twin-turbo engines uprated to 513bhp (up from 503bhp) and a mechanical limited-slip differential added.

The pair also benefit from cosmetic touches that include commemorative QV badges with gold accents, gold brake calipers and matching gold interior stitching.

UK pricing has not been confirmed, but only a few examples of each will come here, expected to command in excess of £80,000.

New Giulia will pack 513bhp

Only 100 Stelvios will be built

VW eyes self-driving supremacy

Group's Moia division has bold plans for autonomous ride pooling, using the ID Buzz

Autonomous ID Buzz is about to start real-world ride-pool tests

Moia, the Volkswagen Group subsidiary developing new mobility services, is aiming to start autonomous ride pooling by 2025 – and the first specially adapted Volkswagen ID Buzz is due to start real-world testing imminently.

This test car will be fitted with a raft of advanced sensors and software when it takes to the streets of Hamburg, Germany. Limited passenger testing will begin next year.

Although the ultimate goal of Moia is to develop an autonomous service, the firm has been operating in Hanover and Hamburg since 2018. It has a fleet of 565 vehicles and employs 1300 staff – of whom, most surprisingly for an autonomous firm, 1000 are drivers.

That's because, at present, Moia is running a "next-level ride-pooling" service, with a fleet of Pluto electric vehicles being used to offer a ride-hailing-type operation. The Pluto EVs are heavily reworked Volkswagen e-Crafters that have been honed for Moia's needs. Each offers six large lounge-style passenger seats, with wraparound headrests for privacy.

The service is run by an Uber-style app. Potential riders input their journey, and the firm's software then assigns a vehicle. But unlike Uber, which can do only a single trip at a time, each Moia vehicle can make numerous pick-ups and drop-offs – so the app constantly replots the optimum route.

Sascha Meyer (l) and Christian Senger

The goal is to fill the gap between Hamburg's public transport system and taxis, and the cost of a journey – around €1 to €1.50 per kilometre – is pitched between those two levels. As with ride-hailing apps, surge pricing is used at times of peak demand.

"We can't equal the service of a taxi, because we're not a direct service," said Moia boss Sascha Meyer. "But we don't want to cannibalise public transport, because that makes no sense. The goal is to get people out of private transport."

Since the start of this year, Moia has been integrated into Hamburg's public transport system and has so far carried more than 7.5 million passengers. Meyer said users are more likely to rely on public transport in the city and use Moia to fill in gaps or for travel at unsociable hours. A delivery operation is also in the works.

Moia vehicles have individual seats with wraparound headrests

Moia's 1000 drivers are all full-time employees and run on set shifts. But Meyer said autonomous vehicles are key to scaling the operation.

To expand its service from the centre of Hamburg to cover an area of 700 square kilometres with the same efficiency as present (the average wait time for a shuttle is 4min 40sec) would require a 5000-vehicle fleet. That, in turn, would need around 12,000-15,000 drivers.

Autonomous vehicles give more flexibility, because more vehicles can be pressed into service at peak times. That said, drivers won't disappear entirely. Meyer said they will always be required for special vehicles such as those with

Moia currently uses an EV called the Pluto, a converted e-Crafter

> "They want the operation to expand to 15 cities, with around 10,000 vehicles"

MOIA'S HAMBURG OPERATIONS

515 vehicles

1000 drivers

7.5 million passengers since 2019

€1-€1.50 average price per km

access for wheelchair users.

The development of the autonomous fleet is being led by Autonomous Driving Mobility Transport (ADMT), which is part of VW's Commercial Vehicles arm. While the vehicles initially used tech from Argo AI – the start-up that was bought by Ford and VW but shuttered last year – ADMT boss Christian Senger is coy about the current autonomous systems being used. But he said the ID Buzz about to begin testing features a far more integrated lidar and sensor array than the initial test mules.

Senger said it is vital "an autonomous vehicle can handle all situations by itself", and Moia only intends to run vehicles that can operate at all times and in all conditions.

With the aim to launch commercially by 2025, Senger wants the operation to expand to 15 cities, with around 10,000 vehicles. But even those Buzz machines will be a stopgap as the operation scales up around 2030. "We will need a new vehicle for the age of robots, for when we go from 10,000 to 10 million vehicles," he said.

In terms of the scale of its operations, Moia lags behind other autonomous fleet firms such as Uber, Lyft and GM's Cruise. But Senger said the firm believes it "can become a real player" because of its push in software development combined with the VW Group's ability to manufacture at scale.

He said: "There are probably five names in autonomous driving that most people know – and currently you won't find Volkswagen on that list. We want that to change."

JAMES ATTWOOD

OFFICIAL PICTURES

Revamp ushers in new grille, different light designs and new logo

New-look Clio goes hybrid-only, drops price

THE RENAULT CLIO will now be sold solely with a hybrid powertrain in the UK as part of a mid-life refresh that lowers the price of the E-Tech model.

Arriving with a fresh face, updated interior and simplified range of options, the fifth instalment of the French supermini will start from "sub-£22,000", Renault has told Autocar, undercutting the current hybrid model's £22,095 entry point.

This is, however, more than the current car's £19,095 entry price, but that is for an 89bhp 1.0-litre three-cylinder petrol model that has been dropped amid the changes to the engine line-up.

The hatchback is now sold with only a 143bhp E-Tech powertrain, which combines a 1.6-litre engine with two electric motors, as Renault pushes towards becoming an EV-only brand from 2030.

A refreshed design makes the Clio a bolder proposition than today's car – something Renault hopes will help the hatch, launched in 1991, build on its 1.1 million UK lifetime sales and 16 million worldwide.

The changes bring the car into line with Renault's new corporate look: an enlarged chequered grille, fresh lighting signature, sharper-looking rear and the brand's new simplified logo. Despite appearing visually bigger, its dimensions are unchanged.

The car is broadly similar inside too, although it is no longer offered with any leather trims and options have been simplified.

Design vice-president Gilles Vidal said: "The new Clio E-Tech successfully combines generous shapes and chiselled volumes with very technical, structured, precise and efficient lines."

Sole choice is now the 143bhp E-Tech hybrid; sub-£22k price tipped

Option packages and trim choices have been streamlined

AMERICA KEEN TO HASTEN SHIFT TO EVs

The US government has effectively told American consumers they must buy a majority of EVs by 2032 via a tough new emissions proposal. Announced by the Environment Protection Agency, the proposal limits the amount of CO_2 emitted by new cars and light trucks to 82g per mile (51g/km) by 2032. If approved, tougher restrictions would start from 2027.

Proposals would make cars like the F-150 Lightning more common

Gaussion's tech works with all EVs, unlike cable chargers

Charging breakthrough found

UK firm's new wireless charging tech slashes charge times and extends battery life

Technology that will halve EV charging times, without the need for any battery overhauls, is being primed for a roll-out by the middle of the decade.

MagLiB, which uses a magnetic field to charge batteries, could deliver "150-200 miles in under 10 minutes", said Thomas Heenan, creator and CEO of start-up Gaussion.

The charge is deployed via a pad connected to a power source, installed in the ground, in a similar way to a wireless phone charger. Because it can be used with any existing EV or charging system, it could transform the lives of EV drivers and reduce bottlenecks at charging stations if the technology were used across the public networks, he added.

The technology works by externally subjecting a lithium ion battery to a specially designed magnetic field during charging. By doing so, the charging time can be substantially reduced without affecting the battery warranty.

Testing, which is at an advanced stage (first demonstration units will be ready in 2025), has already shown that battery life can actually be improved by using MagLiB during rapid charging.

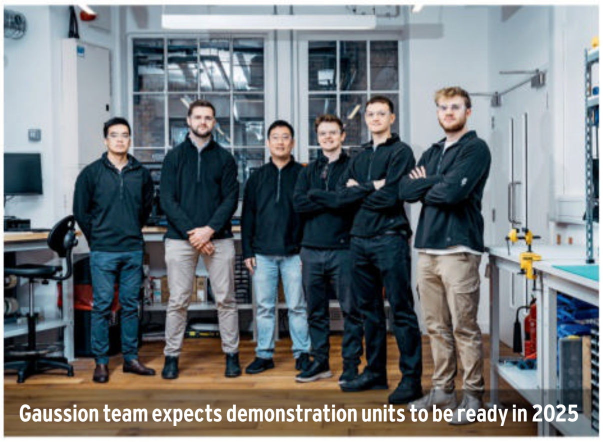
Heenan said: "The lifetime of the battery will be the same or better using our technology and, in most cases, we've found it's substantially improved.

"We took cells that are designed to charge from zero to 100% in an hour and charged them from 10% to 80% in less than 10 minutes. We did this 1000 times and they were only supposed to last for 300 cycles so we extended the lifetime substantially. In fact, we were nowhere near the limits and could have kept going."

The power of the magnetic field it produces is relatively mild compared with something like the magnets in an EV's drive motor and, said Heenan, "on a par with a household fridge magnet".

The "signature" of the MagLiB magnetic field eases the progress of ions during charging, said Heenan. "The ions are moving from the cathode to the anode during charging. But instead of travelling in a straight line without anything in the way, they have to meander around particles and other materials.

"We look at each hurdle the ions have to overcome and reduce the impact of them using bespoke magnetic fields."


Gaussion team expects demonstration units to be ready in 2025

> MagLiB uses a magnetic field to charge batteries and could deliver 150-200 miles in under 10 minutes

GENESIS PURSUES ITS OWN WIRELESS CHARGING SOLUTION

Wireless EV charging is also being trialled by luxury car maker Genesis.

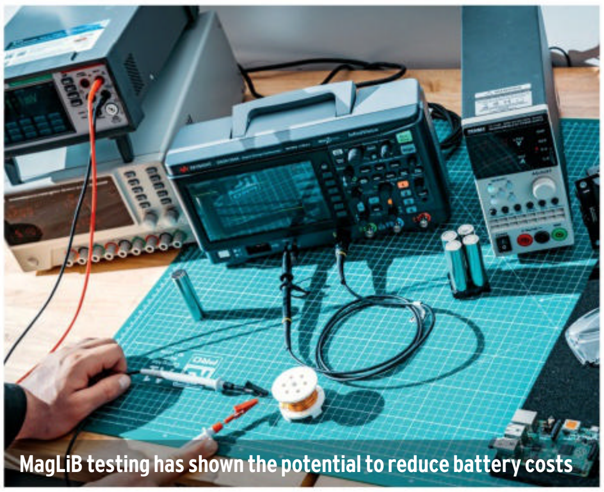
The firm is looking into a conductive charging system that, like Gaussion's, supplies power via a magnetic field.

Unlike the London-based company, Genesis is adapting its test cars, although only to direct the driver to line up precisely with the ground-mounted pad to ensure optimal charging is achieved.

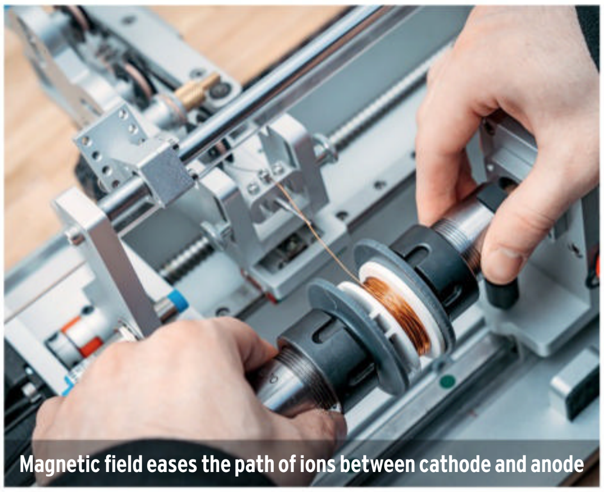
The tests, which will run until June in Korea, involve 23 11kW charging pads being installed and used by 22 cars, a mixture of Genesis GV60s and Electrified GV70s.

The firm says it is looking into the technology to help owners of its EVs avoid having to plug and unplug their vehicles, as well as store the charging cable in the car.

GV60s are being used in Genesis's conductive charging trial



MagLiB testing has shown the potential to reduce battery costs



Magnetic field eases the path of ions between cathode and anode

Normally, the high current needed to rapidly charge must be allowed to drop off to avoid damaging the battery. By reducing resistance in the battery, a higher current can be maintained, dramatically reducing charging times.

As well as reducing charging times for customers, it is expected that MagLiB will cut the cost of batteries. During manufacture, cells must go through a time-consuming and therefore costly charge and discharge process, which takes more than 250 hours and represents an estimated 30% of the manufacturing costs. It is estimated that a 35GWh gigafactory could save £10 million per year by reducing that time by just 1%.

In a 'eureka' moment that occurred when studying the behaviour of ions in fuel cells, Heenan conceived the initial idea at about the same time that he began his PhD in chemical engineering at UCL in 2014.

He joined forces with fellow graduate, battery specialist and Gaussion chief operating officer Chun Tan, and the pair were supported by UCL professors Paul Shearing and Dan Brett. All four are formally listed as the inventors of the technology on the pending patent.

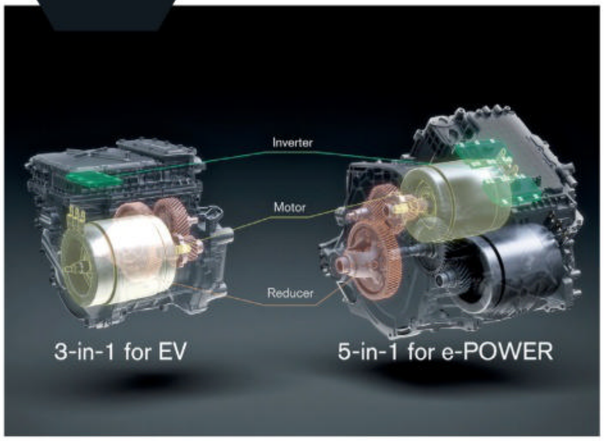
The project began with the support of a £100,000 Faraday Institution Entrepreneurial Fellowship, which allowed the inventors to scale the technology from cells for smartwatches and finally BEVs.
JESSE CROSSE

SKODA TESTS GRILLE-MOUNTED WARNING INFO FOR PEDESTRIANS

Skoda is trialling a new pixel panel on the front of its Enyaq iV SUV that flashes red, amber or green warnings to make it clear to pedestrians if it is safe to cross the road. The experiment comes as UK drivers are warned not to use hand gestures or headlights to communicate with pedestrians because they risk confusing other drivers.

UNDER THE SKIN
JESSE CROSSE

NISSAN'S X-IN-1: SMALLER, CHEAPER AND GREENER



ALTHOUGH EV SALES are on the up, there's a yawning price chasm in most cases between them and their ICE counterparts. So far, some manufacturers have relied on the power of their brand or slick design appeal. But apart from MG, there's been little evidence of the industry as a whole trying that hard to reach cost parity with conventional models.

Thankfully, that mindset looks to be shifting with news that Renault is physically testing its CMF-B platform with nine mules. It will form the basis of the new Renault 5, which looks fabulous. But, more important, the platform is 30% cheaper than the outgoing Zoe to make.

Renault isn't alone. Nissan announced in March that its new 'X-in-1' powertrain packages will reduce driveline costs by 30% by 2026 compared with 2019. It also expects to achieve price parity between its hybrid e-Power models and conventional ICE models by the same date. Parity for EVs will come "eventually", helped by the introduction of solid-state batteries.

The X-in-1 moniker applies to both Nissan's e-Power hybrid drivetrains ('5-in-1') and EVs ('3-in-1'). Compared with the original Leaf, integrating the motor and inverter and using direct cooling of electronic components in the inverter has shrunk the package by 25% on current models.

Although e-Power wasn't launched until 2016, a Leaf-based prototype first ran as early as 2010. Since then, the drivetrains have been steadily improved.

With 3-in-1, the EV motor, inverter and reduction gearbox are combined into one module, making the three components a further 10% more compact. It's a similar story with the 5-in-1 drives. The latest versions have shrunk by 20% thanks to the same integration but by adding the series-hybrid generator and 'increaser' (combustion engine) into the same module, it shaves off a further 10%.

Cost reductions also come from parts sharing across the range of motors, which now use less than 1% of rare-earth elements in the magnets. Engineers achieved this by modifying the shape of the motor's rotor surface to reduce heat loss. Previously, it had suppressed the generation of heat by separating the magnets arranged around the rotor. With the modified design, they have been able to integrate magnets closely and this in turn has allowed the reduction in rare-earth materials.

Reducing size involves increasing bangs for buck generally or, in tech speak, improving power density. That includes the inverter, which, apart from merely swapping DC for AC and back again to make DC batteries compatible with AC motors, performs all the control electronics of the drivetrain. For example, the semi-conductors in the second-generation e-Power inverter are 40% smaller than in the first generation and internal wiring harnesses have been ditched in favour of joining bits and pieces like circuit boards directly together. With X-in-1, the power density will increase even more with the introduction of silicon-carbide chips.

Ford launches hands-off drive tech

BlueCruise offers semi-autonomous driving on parts of the UK motorway network

Hands-off driving is now legal in the UK as Ford becomes the first car maker to offer semi-autonomous cruising on 2300 miles of British motorways – the first country in Europe to allow such a move.

Offered as a £17.99 monthly subscription for 2023-model-year Mustang Mach-Es, BlueCruise is level two-plus autonomous technology (a new, semi-official classification). The system allows drivers to take their hands off the steering wheel while the car drives itself in designated, premapped 'Blue Zones' (which include the M25 and the M40), following approval from the Department for Transport.

The new BlueCruise technology – launched in parts of the US and Canada last year – works as an add-on to Ford's current Intelligent Adaptive Cruise Control (IACC) and will take over when entering these zones with IACC active. Drivers will be alerted when they can remove their hands from the wheel.

Like IACC, BlueCruise will keep pace with other vehicles (up to the set speed and to a limit of 80mph), slow down with traffic and adjust speed depending on road signs.

The new tech builds on this, with predictive speed assistance when approaching a sharp curve, and 'human-like' lane positioning that drivers "tend to do intuitively", says Ford, such as "subtly" shifting away from larger vehicles – like lorries – in adjacent lanes. Unlike its US counterpart, however, the UK's BlueCruise will need a driver's steering input to change lanes.

BlueCruise has been dubbed 'hands off, eyes on' because the system will still require the driver's attention to be on the road, unlike the fully autonomous level-three technologies, with which a car can take over entirely in certain situations. Level two-plus means the driver must remain 'in the loop', while the car controls the driving functions.

BlueCruise uses an infrared camera to monitor the driver's concentration levels, and the self-driving mode will shut off and even bring the car to a gradual stop if the driver fails to respond to alerts when the sensor believes they are distracted.

This is similar to Tesla's semi-autonomous Autopilot system (which is available in the US and other non-European countries), but Ford's BlueCruise includes further safety systems, such as the eye-tracker and a limit to the roads on which the technology can be used.

Ford's Europe boss Martin Sander said: "It's not every day that you can say you've placed one foot in the future, but Ford BlueCruise becoming the first hands-free driving system of its kind to receive approval for use in a European

WHAT'S IT LIKE ON UK ROADS?

Hands off, eyes on: simple in theory but unnerving when you try it for the first time.

BlueCruise is essentially an enhanced version of adaptive cruise control and works in a similar way. You can put your hands where you want, but because the in-car camera constantly tracks your eye movements, you can't fully disengage from driving and it's hard to gauge just how life-changing this tech will be.

That said, it doesn't take long for the system to show its efficacy and intelligence, and you can quickly relax into the journey, safe in the knowledge that the car is in control.

BlueCruise could be added to older Mustang Mach-E models via an over-the-air update.

BlueCruise moves away from larger vehicles in a 'human-like' way

country is a significant step forward for our industry.

"Modern highways can be demanding; BlueCruise can do some of the 'heavy lifting', to make driving less of a chore."

Following more than 100,000 miles of test drives in the UK and Europe, the BlueCruise system is well suited to British roads, says Ford, with everyday issues such as worn-out lane markings, poor weather and roadworks still detected by the car's five radars and cameras. The use of BlueCruise in other European markets is currently under consideration.

"There's a good reason why Ford BlueCruise is the first hands-free driving system to be cleared for use in a European country," said Torsten Wey, Ford Europe's advanced driver assistance systems manager. "We've proven beyond doubt that it can support the driver while also ensuring that they keep their eyes on the road while the system is active."

Ford's eyes-on level-two-plus system arrives after the company halted its campaign for legal approval to test level-four autonomous vehicles on public roads in the US, citing the long-term unprofitability of the technology. Instead, its resources are aimed at "nearer-term" level two-plus and level-three technologies.

Nevertheless, BlueCruise's introduction to the UK market will open the door for many other manufacturers to follow suit. BMW has already said it will offer an optional 'address-to-address' level two-plus capability on its Neue Klasse EVs, due from 2025.

WILL RIMELL

Mustang Mach-E owners can use BlueCruise for £17.99 per month

LEVEL-THREE TECH ON ITS WAY

Full, eyes-off-the-road autonomous driving (known as level three) is not yet legal in the UK, but could be soon.

New legislation is being drawn up to allow some vehicles, including cars, coaches and lorries used for public transport or deliveries, to be driven in the fully autonomous mode on motorways.

The move is due to be rubber-stamped later this year and the technology in use from 2025, with passenger cars to follow soon after.

A trial of self-driving buses, operating on a route between Fife and Edinburgh, will become the UK's first autonomous fleet when it is launched next month.

LONG-RANGE PHEVs TO FEATURE IN TOYOTA'S FUTURE MODEL PLANS

Toyota has committed to launching future plug-in hybrids with an electric-only range of more than 124 miles. The Japanese firm has been a keen proponent of PHEVs, arguing that the batteries of many electric vehicles aren't used to their full potential very often.

Toyota executive vice-president Hiroki Nakajima said: "By increasing battery efficiency, we will reposition PHEVs as 'the practical BEV' and will work harder on developing this as another BEV option."

Jim Holder

INSIDE INFORMATION

Buyers still prefer to have face-to-face contact with dealers

WHO NEEDS CAR dealerships? A provocative question, of course, but pertinent. Back in the day it took multiple trips to a retailer in order to research, compare and buy a new car. Statistics suggest that the average number peaked at around seven in the 1990s, fell to three in the 2000s and now hovers somewhere between one and two.

The reasons for the decline are pretty obvious: chiefly, the internet has made traipsing around an unnecessary chore, but it must also be a factor that cars are consistently better than ever (lessening any risk of buying a lemon) and the soaring complexity of model line-ups (especially before new emissions regulations simplified things) meant dealerships would often struggle to have the model or trim you wanted available for a test drive anyway.

Those realities combined with trusted third-party reviews being an online click away, often complete with a pre-haggled discount available, too. Meanwhile, manufacturer websites continually improved and now almost always include the chance to spec and pay for your car online, as well as offering a variety of live chat and video services to give personalised tours of vehicles. Impressive though modern dealerships are, the convenience and quality of these digital services have been hard to resist.

Digital developments were accelerated in the pandemic, when visiting a dealership was, at times, impossible, but when (before we all knew what a semiconductor was) car sales boomed. For a while it seemed as though the dealership's role would be in permanent decline – and, of course, this is one reason why manufacturers rushed towards agency sales.

But here's the kicker: research and purchase are very different things – and the vast majority of buyers still want to do the latter in person. Hence, of course, that dealership visits figure sits around (but above) one – it's clear where the majority of people still want to sign on the dotted line.

While online research has soared, purchase intent hasn't just stagnated but dropped dramatically. Figures from What Car? (for full disclosure, from the same stable as Autocar's publishers) back this up: last June, 9.7% of respondents said they expected to buy a car entirely online; right now, that figure has more than halved, to 4.2%. In the same time period, the number of people who said they would be comfortable buying a car online fell from 49.9% to 41.1%. The trend is clear – and a testimony to the enduring popularity of buying in person.

It might switch again, of course: in the post-pandemic world attitudes change quickly, and the fact that 10 times as many people are open to buying online as actually expect to do it shows the scale of room for change. But, for now, the reality doesn't meet the hype. Dealership footfall may be in decline, but the retailer remains the linchpin and dealerships are where the majority of new car sales are done.

OFFICIAL PICTURES

DBS 770 Ultimate Volante and coupé version are sold out

Ultimate DBS Volante unleashed

Aston's convertible 770 Ultimate ensures the DBS goes out with a 759bhp bang

Aston Martin has unwrapped the DBS 770 Ultimate Volante, the convertible variant of an enhanced swansong for the brutish V12 grand tourer.

Priced from £337,000, the drop-top was unveiled as part of Aston Martin's 110th birthday celebrations and the 75th anniversary of the DB nameplate. The 770 Ultimate Volante joins the previously revealed coupé version.

Ultimate gets power hike, carbon body parts and new wheels

The supercar pair are "the most powerful production Aston Martins ever". Each produces 759bhp, which eclipses the standard DBS's 715bhp output. Although there have been more potent Aston Martin road cars before, such as the fiery 1160bhp Valkyrie hypercar, they were much more expensive and limited than the 770s.

With the first deliveries pencilled in for the summer, the drop-top will account for 199 of the 499 Ultimates set to be produced. All are already spoken for.

Other core differences over the standard DBS include a raft of carbonfibre body components, a bespoke rear diffuser and a new 21in wheel design modelled on those of the Valkyrie and Victor.

Although a DBS successor has yet to be confirmed, these new hardcore specials reflect an increased commitment by Aston Martin to engaging handling, product and marketing boss Alex Long recently told Autocar.

"The focus on performance as a pillar of the brand is critical," said Long. "Historically, we've been a performance brand as well as a luxury marque, and we're moving back to that. So rather than having products with two levels of power output and performance… we now have to bring these power levels that give our cars the edge."

WILL RIMELL

Vauxhall axes all diesel Astras due to falling demand

THE VAUXHALL ASTRA is no longer available with a diesel engine due to declining demand for the fuel in the UK, Vauxhall has confirmed.

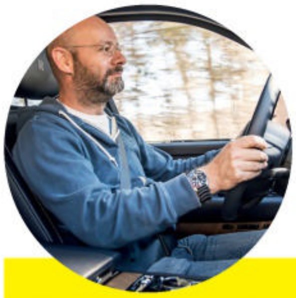
In addition to decreasing sales (diesel represented just 6% of the C-segment hatch market in 2022), the move also reflects a streamlining of powertrain offerings as Vauxhall pushes to become an EV-only brand by 2028.

Existing orders for the Astra diesel will still be fulfilled, said Vauxhall.

Following this change to the Astra line-up, the only C-segment family hatchbacks that can still be ordered with a diesel engine are the Audi A3, BMW 1 Series, Fiat Tipo, Mercedes-Benz A-Class, Seat Leon, Skoda Octavia and Volkswagen Golf.

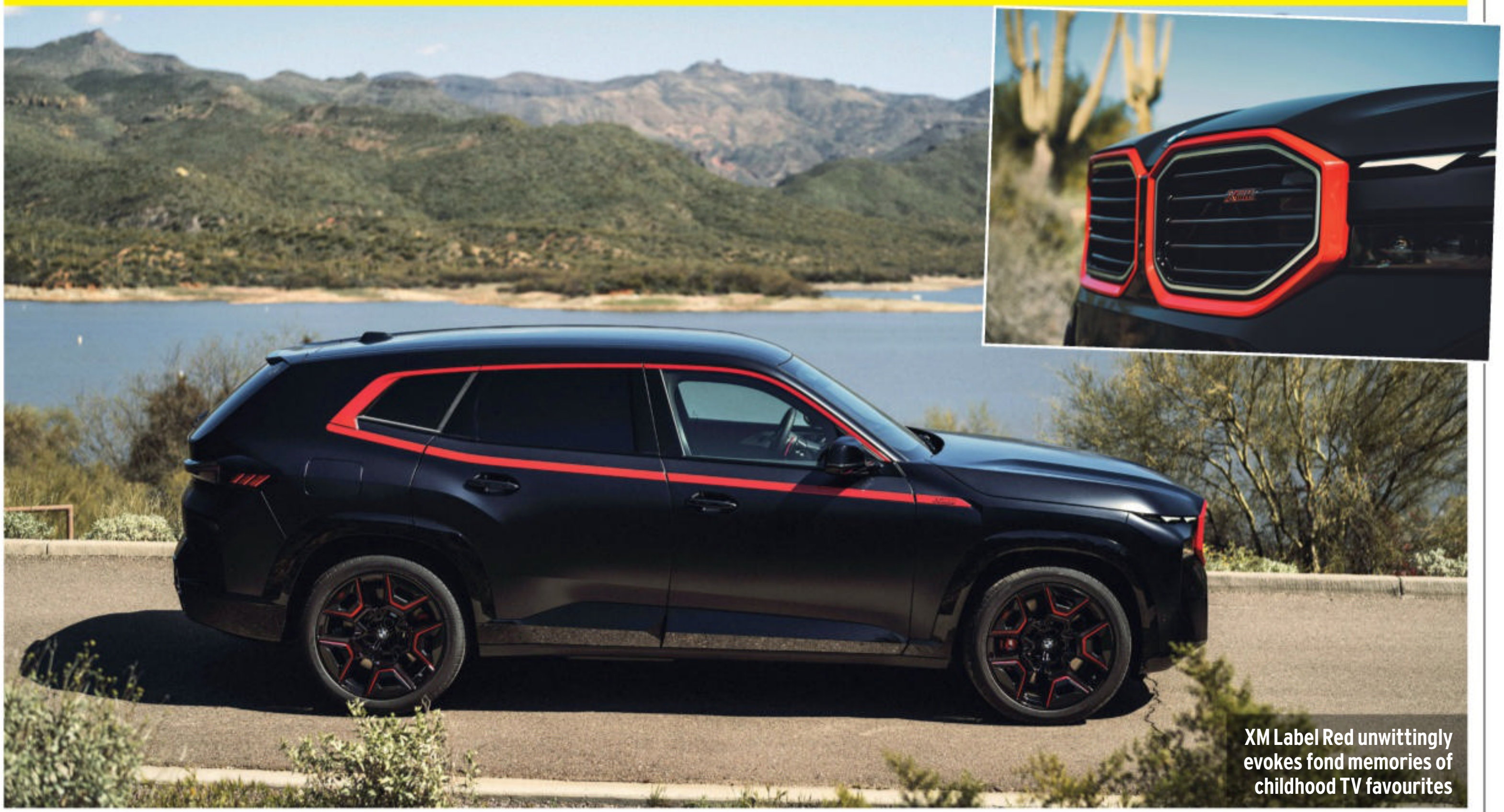
It also means that the sole passenger car available with a diesel engine in the Vauxhall line-up is the Grandland crossover, which last year was facelifted with the brand's 'Vizor' styling signature.

Astra line-up is now petrol, PHEV and, soon, EV



Matt Prior

TESTER'S NOTES



XM Label Red unwittingly evokes fond memories of childhood TV favourites

I suppose it's not meant for us. The BMW XM was reviewed last month (Autocar, 22 March) by my colleague Richard Lane, who tells me that more than half of these 2710kg, 644bhp plug-in hybrid M cars will find their homes in the US and China, with the Middle East accounting for another sizeable portion of sales.

Lane concluded that "M can do better". Well, I don't know about better, but they've certainly done something. The upcoming Label Red variant of the XM (Red Label being a Bentley thing) will become BMW's most powerful road car yet, with 738bhp and 738lb ft. Production will be limited to 500 units, with satin black paint and some noticeable red highlights, and it will cost £170,860.

I mean, like, y'know, fine, whatever. I won't judge a car I haven't driven, but this seems like it wasn't created for the roads around my way, or for European car enthusiasts in general.

> "Give me a moody black wagon with a red stripe and I'll be saying 'I pity the fool!'"

Except that isn't there something familiar about that black paint with red trim? Something that says either 1960s TV Batmobile or perhaps has a distinct whiff of 1980s A-Team van? Particularly in side profile?

And now you're talking. Give me a 2.7-tonne SUV on 23in wheels that doesn't go off road and costs the best part of two hundred grand and I'm afraid you're losing my interest.

But give me a moody black wagon with a big red stripe down the side and I'll be enthusiastically saying 'I pity the fool!' and smiling every time I walk up to it.

In the 1980s, the only reason the A-Team's GMC Vandura wasn't my favourite vehicle in the world is because the Dukes of Hazzard's Dodge Charger and The Fall Guy's GMC K2500 Sierra (with lift kit) sat ahead of it in my affections. But since making the childhood TV connection with the XM Label Red, I don't feel nearly so ambivalent about it.

This could catch on. Now, I'm not going to drive an orange car with the doors welded shut and a Confederate flag on the roof any time soon. But let's talk pick-ups for a moment. Most modern ones are exceptionally useful tools but sufficiently uninvolving that I bought an old Land Rover Defender instead.

Rather than the white/silver/black in which most of them are ordered, though, I can imagine one in two-tone antique gold and brown, dolled-up like that of Lee Majors' Sierra. A bit of chrome, a lift kit and some spotlights on the roof? That's it. I'm sold – and off out lamping for hares.

■ The bigger and heavier new cars become, the more enthusiastic I am about tiny cars such as my own Hillman Imp. I fear I bang on about it too much here, but it must occupy too many of my waking thoughts because, on checking, I see I haven't written about it for a year.

It runs and pootles and I'm following the advice of US hot-rodder David Freiburger, whose mantra is 'don't get it right, just get it running', because an imperfect running car is more enjoyable than a stationary work-in-progress.

He's right, but I can't help feeling that with a few modifications, the Hillman is a perfect basis for a great restomod. It is rear-engined, rear-wheel drive, doesn't weigh a lot, is simple and cheap to buy. Plus I think there should be restomods that don't cost half a million quid and which aren't Porsche 911s. About time I stopped overthinking and did something about it.

It's a while since Prior mentioned his Imp. So here it is...

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Steve Cropley

MY WEEK IN CARS

"Who parked this old snotter next to that lovely Allegro?"

TUESDAY

Since when was a deluge life-affirming? Since last Tuesday, I'd say, at this year's first monthly Gaydon Gathering of interesting cars at the British Motor Museum. It's an open-to-anyone event that starts after work and runs to about 8pm. For this season-opener it bucketed, but we didn't mind. Of course, fewer people turned up than had registered, but there were still a couple of hundred cars on hand by 6.30pm.

I took the family Alpine A110, which proved surprisingly decent in the conditions: for one thing, it had a fixed roof. Such was the rain that on my homeward trip, the Fosse Way was often entirely covered by sheets of water. Experience with Lotus Elises has taught me caution in the wet when you have lightly loaded front wheels, but the A110 avoided aquaplaning well. Other fears are that you will drown the engine or that the vast weight of water beneath you will rearrange the various flaps and fairings that manufacturers use to improve underbody aerodynamics, but we arrived home unscathed, having spent a couple of damp but enjoyable hours with like-minded friends.

WEDNESDAY AM

Having done so much via Dieselgate to knock the European car industry off its trolley, Volkswagen looks increasingly like the firm that will help it back to late-2020s viability. I'm encouraged by the details we're hearing of an imminent range of sub-£25k Volkswagen EVs, both because past experience of small Volkswagens (the Up is a terrific example) makes me believe it will do a great job and others will have to follow.

I'm visualising a world where a family's second car becomes its first. This started happening in thoughtful households when the Nissan Leaf arrived. Nine-tenths of mileage is done in zippy little EVs with 100-mile ranges (Honda was right with the E), while the family SUV needed for long trips is either hired or shared. Not a bad solution.

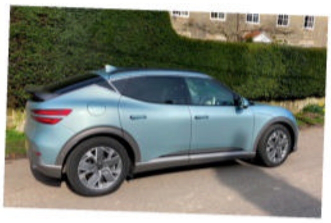
> "I see a world where a family's second car becomes its first"

WEDNESDAY PM

Discussion point: when is an MG not an MG? This came up a couple of days ago when a friend parked his MG 3, prominently liveried so as to draw attention to The Octagon's 100th anniversary. To lovers of logic, the 3 (and the rest of the current range) aren't MGs at all. There's no straight-line relationship with Cecil Kimber, the old Abingdon factory or even the MG Montego. They could as well be Rileys or Hudsons, if SAIC had bought those brand names. Whenever I see an MG 4 EV, I'm impressed by the ownership proposition – but as a heart-on-sleeve lover of motoring heritage, I also see the cynicism.

AND ANOTHER THING...

Sick of exaggerated EV range claims? Me too. So what joy it is to have just concluded a 1000-mile week in a Genesis GV60 Premium. (In Korean, 'premium' seems to mean 'basic'.) The car reliably delivered 290 miles between charges – more than the WLTP promise. Life improves...



All too common a sight when you need to pull over

THURSDAY

My latest fad? Jeeps. Having tried a Wrangler 80th Anniversary edition recently (crude, tough, spacious and with the best dashboard layout I've encountered of late), I'm having a hard time keeping my eyes off them. The Steering Committee gets exasperated, because whenever we walk somewhere I seem to cross the road to eye up another one. The only solution is to scratch the itch: to borrow a white, full-house Rubicon 4dr offered right now on Jeep's test fleet. It arrives in three weeks. Whatever the weather, May will be a better month.

FRIDAY

Request to UK road makers: could we have more lay-bys, please? As someone who drives a lot on semi-rural roads, I'm finding it hard to stop when I need to. I try to avoid driving even during incoming hands-free calls, but that's easier said than done, because when someone important calls (usually the Steering Committee) it's a matter of luck if there's a place to stop. And if a space does exist, it's usually occupied dead-centre by some 76-wheeled behemoth from Poland whose occupant is catching up on some slumber. No wonder, in a way, that phone use in cars is still rife: we do little to help people avoid it.

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Damien Smith

RACING LINES

Irishman Craig Breen was tragically killed during testing in Croatia

Neal's team will hopefully be back stronger in 2024

The rally world is reeling from the death of Craig Breen, Hyundai's Irish star who lost his life last week in a testing accident ahead of Rally Croatia. Such awful tragedy is so rare in the modern era that when it happens – as is still sadly inevitable, despite motorsport's huge strides on safety – it's almost impossible to take in.

Breen was 33, an extremely likeable and popular figure and had so much more to give his sport. This year, following a disappointing season with M-Sport, he had returned to Hyundai for a part-season in the World Rally Championship and was lining up for his second appearance of the season in the i20 N, having scored a brilliant second place in the snow of Sweden. But during a test on Croatia's asphalt, his car is said to have collided with a pole. Co-driver James Fulton escaped injury, but Breen wasn't so lucky. It's devastating news.

THE SHOW GOES ON

In the shadow of such a loss, enthusiasm for Rally Croatia is hard to muster. But as it always has and must, the show rumbles on. Beyond the obvious human tragedy, the news sucks the wind out of the sails of a championship that has been shaping up to be a classic this season, in the wake of Sébastien Ogier's stunning form. The part-timer leads the points after two victories from the first three rounds – impressive given that he sat out Sweden – and is back this weekend in Toyota's GR Yaris for an event he hadn't originally planned to enter.

TIGHT AT THE TOP

The Frenchman is three points clear of Hyundai's Thierry Neuville and a further one point ahead of fellow Toyota man and reigning champion Kalle Rovanperä. Rally Sweden winner Ott Tänak is fourth and will expect to bounce back from his Mexican disappointment in M-Sport's Ford Puma. So that's the WRC's top four aces, in three different cars, separated by just nine points. Factor in Welshman Elfyn Evans, only 12 points down on Ogier, and it's clear the WRC has much to relish. Or at least it did.

> “The WRC's top four aces, in three different cars, are separated by just nine points”

In Mexico, Toyota team boss Jari-Matti Latvala said a lack of pressure was key to Ogier's form. “We're still talking about the programme,” said the Finn. “Probably Séb could do more, but at the same time we have to be careful not to ask him too much. He's doing what he's doing [right now] because he's happy and relaxed. We want to keep this.”

Such an upbeat mood will be history now. If anything, Breen's fate might harden Ogier's resolve to wind down his WRC commitments. Right now, who could blame him?

LACKING DYNAMICS

As you can read on p42, the British Touring Car Championship will end its long winter hibernation this weekend at Donington Park.

The size and quality of entry in the modern BTCC era means Britain's top motor racing championship is riding the crest of a wave that shows no sign of breaking any time soon. But among all the excitement, I will be sparing a thought for Team Dynamics, which will be notable by its absence from the sport's grid in 2023.

The Honda runner suffered a double blow over the winter when Dan Rowbottom defected to Napa Racing and prime sponsor Halfords withdrew its backing late on. The team is therefore taking what is hoped to be merely a sabbatical from a series to which it has contributed so much since its days as a plucky privateer in the 1990s Super Touring era.

At 56, Team Dynamics boss and three-time BTCC champion Matt Neal won't rule out a return to the cockpit next year. His old friend and team-mate, fellow triple-champion Gordon Shedden, has also been forced on to the sidelines by the commercial setback, and at 44 he still has years ahead of him to add to his career tally.

Missing Donington might have added poignancy for Neal this weekend, because the West Midlands circuit is where he pulled off what remains his signature achievement – beyond even his titles. It was here in 1999 that he made BTCC boss Alan Gow part (through gritted teeth) with a cool £250,000 by winning a bet that he could win a round overall in his Team Dynamics Nissan Primera during a season being dominated by the works RML Primeras. The image of Gow handing over a giant cheque on the podium is etched deep into BTCC folklore.

A great team and good people who right now are down but, we hope, far from out.

RED BULL CONTENT POOL

TESTED 14.4.23, CASTELLOLI, SPAIN **ON SALE** OCTOBER **PRICE** £33,000 (EST)

BYD DOLPHIN

MG 4-rivalling hatchback swells the ranks of burgeoning Chinese manufacturer's electric offerings

Handling is competent, but the steering can feel artificial

They were thinking of calling it Atto 2. That would have made sense, right? After all, this small(ish), 4.29m-long pure-electric hatchback sits beneath the BYD Atto 3 family crossover that arrived here only a few weeks ago as the Chinese marque's first official UK model.

But no. At some point, some people sat around a table and decided that the brand adamantly wants to be 'fun and interesting', according to one senior executive. So Dolphin it is.

Do you know what? I get that. There may even be a generational aspect here, where younger drivers who aren't rooted in traditional car culture and established brand loyalty could well look at BYD's apparently random naming policy and think that it has an appealing, fresh eclecticness.

Consider all those other weird car names that now seem utterly normal. Ford Puma, anyone? Are mountain lions less odd than marine mammals? Probably not. Even the Volkswagen Golf is actually a really odd car name, if you think about it. So perhaps the Dolphin – and the BYD Seal saloon (p27) that will follow it later this year – will become so popular that the weirdness of the name will just rub off over years of use. Anyway, Atto 2 is just boring. I'd rather take the Dolphin to work.

Either way, this little electric car has a lot going for it by any objective measure. Size-wise, it splits the difference between traditional B- and C-segment hatches, being a touch longer than the Vauxhall Corsa and Peugeot 208 but not quite as big as the Volkswagen ID 3.

Beneath the body – which is also styled quite differently from other BYD products and has a hint of Hyundai i20 meets Proton Savvy, but not in an unpleasant way – sits the e-Platform 3.0 with a 60kWh lithium-iron-phosphate (LFP) 'Blade' battery nestled within it.

This is a cobalt-free battery that has its cells arranged in strips along the length of the car, rather than in the more traditional cylindrical or cuboid cells. It's good for an official WLTP range of up to 265 miles. A smaller battery will be added to the range after the initial launch this summer to create a more affordable model with what is likely to be 190-ish miles of official range.

A 201bhp electric motor sends power to the front wheels and delivers more than sprightly enough acceleration right up to motorway speeds. Our brief test drive of a European-spec, pre-production car took place on track, where it's evident that body roll is heavy but progressive enough not to be alarming.

Ride comfort is much harder to comment on, given the limited test conditions, but certainly on the 17in wheels it felt soft enough that we would be more worried about potentially floppy body control than bump absorption. We'll report back to you on that when we've driven the Dolphin more extensively in the UK. We're hoping that the Ling Long Comfort Master tyres (no, really) on our test car are perhaps going to be supplanted by the Bridgestone tyres that BYD also uses, but that detail isn't confirmed yet for the UK.

Handling is fit for purpose but nothing special. You can choose from Sport, Normal and Eco drive modes, which alter the steering weight and throttle response. In Normal the steering is very light and rather vague, while Sport gives a better sense of confidence in the front end – artificial as that impression is. Even so, the Dolphin feels confident and predictable through sweeping bends and low-speed direction changes, albeit with nowhere near the more incisive and enjoyable responses of the MG 4 EV and Peugeot e-208.

We would like to see a tighter turning circle, mind, and faster steering response to make it a touch wieldier in town. Again, the Peugeot e-208 (never mind shorter-range urban specialists such as the Honda E and Mini Electric) will get you out of a tight spot more easily. Similarly, better brake feel would make ➔

> “The Dolphin has much going for it and is perfectly acceptable to drive”

TESTER'S NOTE
As with all new EVs, the Dolphin emits a noise at low speeds to warn pedestrians. Unusually, however, you can make the BYD sound like a tinkly ice cream van, or you can select a more conventional ambient hum. **VP**

There's a degree of body roll in turns, but it's progressive rather than disconcerting

← the Dolphin a smoother drive.

Inside, the Dolphin's cabin is more conventional than the Atto 3's wacky design and much more on a par with what you get in rivals such as the Vauxhall Corsa Electric and MG 4. The e-208 has a classier finish, but the Dolphin still looks smart and generally feels well finished, other than some rather scratchy, shiny plastics that are particularly noticeable around the window switches. The driving position is fine and there's a good range of movement on the electrically adjusted seats that, we're told, will be standard on every Dolphin.

There's no doubting the Dolphin's tech credentials, either. A 12.6in touchscreen is the focal point and can be swivelled to portrait or landscape mode to better suit your sat-nav, media or whatever else you're prodding at in the screen's various functions.

Below it sits a protruding tray that's begging for you to slide your phone in, although the wireless charging cubby in the centre armrest – which sits above an exposed lower storage area – is likely to be more useful.

The Dolphin shines when it comes to passenger space. A six-footer can sit behind a similarly tall driver in relative comfort, which is impressive for a modestly sized hatchback and is testament to the benefits of being able to put the wheels at the far extremities of a car's platform. The decent-size, 345-litre boot has a variable-height floor that can also section off some useful cable storage. It is a lot smaller than the boot in the MG 4 – predictably, since the MG is bigger yet similarly priced to the Dolphin.

So should you take the plunge (sorry, couldn't resist) and order a Dolphin? Well, it does have much going for it in that it promises to be better equipped as standard than most rivals, the touchscreen is easier to use than plenty of alternative systems and the passenger space is impressive. On the basis of this early test, the Dolphin is perfectly acceptable to drive – nothing special, nothing terrible – but we will have to revisit it and spend more time in the car.

Other ownership aspects, including the fact that BYD can typically deliver a car within a matter of weeks of ordering, will sway plenty of buyers. For now, this latest BYD offering seems like a very capable small EV, but it's still one that will need to rely on some keen financial deals if it's to gain real momentum in the UK.

VICKY PARROTT

Relatively conventional cabin is well equipped; rear is spacious; wheels are 17in

BYD DOLPHIN 60KWH

Brings decent tech and practicality but will need value on its side to make a big impression in the UK

★★★½☆

Price	£33,000 (est)
Engine	Asynchronous motor
Power	201bhp
Torque	214lb ft
Gearbox	1-spd reduction gear, FWD
Kerb weight	1658kg
0-62mph	7.1sec
Top speed	99mph
Battery	60kWh (usable)
Range, economy	265 miles, 4.4mpkWh
CO_2, tax band	0g/km, 2%
RIVALS	Peugeot e-208, MG 4 EV, Vauxhall Corsa Electric

TESTED 12.4.23, CASTELLOLI, SPAIN **ON SALE** DECEMBER

BYD SEAL

TESTER'S NOTE
In portrait mode the touchscreen can impede the view forward, and taller testers found the screen rotated if their knees nudged it. **VP**

Bold saloon targets Tesla Model 3 with long range and smart tech

All of BYD's new models are key to establishing the brand in Europe, but the Seal is a direct rival to the Tesla Model 3 and, in EV terms, that is a Guy Fawkes-level of ambition.

The Seal instantly looks and feels like the best model from BYD so far. This 4.8m-long saloon's styling has unmissable hints of Porsche Taycan, while the interior is smart, tactile and cosseting in a way that the more sparse-feeling Model 3 isn't. The Seal has the aura of a car that's been designed from the off to be a European big-hitter.

Arriving here towards the end of this year, the Seal sits on BYD's e-Platform 3.0 and will come in 308bhp single-motor, rear-drive and 523bhp dual-motor, all-wheel-drive forms. Both have an 82kWh battery that's good for a WLTP range of 323 and 354 miles respectively. It will be priced keenly against its rivals, so expect it to cost from around £41,000 for the single-motor model and £47,000 in dual-motor guise.

We had a brief drive on track in the Chinese-market versions of both, which are likely to arrive in Europe with minimal changes.

You can scorch about doing comical sub-4.0sec launches all day long in the dual-motor model if you wish to, but the more important things are that throttle response is easy to modulate, the refinement hard to fault and there's some satisfaction in the handling. The steering weights up noticeably in Sport mode and gives you confidence to enjoy the savage way the Seal dispatches rapid direction changes, keeping its body neatly tied down as it does so.

There's an effortlessness to it that's impressive but a touch disappointing if you were hoping for any characterful scrappiness or chassis nuance. A BMW i4 or Polestar 2 is more fun, but the Seal is sophisticated and capable. The single-motor version is a touch lighter and more playful, which is no surprise given the drag-race attitude that dominates most potent, all-wheel-drive EVs. Our biggest quibble is the inconsistent brake response in both: pedal feel and modulation could be better.

Ride comfort is hard to comment on given the test track conditions, but we're tentatively optimistic given the high torsional rigidity. The AWD model also rides on active dampers, but we will have to wait and see how the lighter, passively sprung RWD and heavier AWD car will deal with British roads.

The Seal has the tech you expect, too, courtesy of a 15.6in touchscreen and a full suite of adaptive driver systems including lane change assist, vehicle-to-load charging and a standard heat pump.

The cabin is comfortable and light with a full-length glass roof and ample occupant space, and while the saloon boot opening is a bit limiting next to hatchback rivals such as the Kia EV6, the 402-litre space will be fine for most. There's a 53-litre 'frunk' in the nose, too.

Charging could be quicker. At 150kW, the BYD is on a par with most Volkswagen Group rivals, although the 200kW-plus charging systems in Kia, Hyundai and Tesla put it to shame.

Overall, the BYD Seal may have a comedy name and 'Build Your Dreams' written across its rump, both of which have something of a teeth-sucking cringiness to British sensibilities. But what if you put such things aside for a moment and view the Seal dispassionately as simply another contender in the electric executive class? Well, it's more than just competent – it's got everything it needs to blow the establishment sky high.

VICKY PARROTT

Airy, spacious cabin gets a full-length panoramic roof; the Seal is agile and composed in turns

BYD SEAL 82KWH AWD

Most European-feeling BYD model yet has the sophistication and tech to really rattle the big players

★★★★☆

Price	£47,000 (est)
Engine	Two asynchronous motors
Power	523bhp
Torque	670lb ft
Gearbox	1-spd reduction gear, 4WD
Kerb weight	1900kg (est)
0-62mph	3.8sec
Top speed	112mph
Battery	82kWh (usable)
Range, economy	323 miles, 3.9mpkWh
CO_2, tax band	0g/km, 2%
RIVALS	Tesla Model 3, BMW i4, Hyundai Ioniq 6

TESTER'S NOTE
Brake pedal feel isn't great. Stopping ability is without question, but it lacks a defined bite point. Non-PHEV GLEs are much more communicative. **GK**

TESTED 5.4.23, ATLANTA, US **ON SALE** NOW

MERCEDES-BENZ GLE 400E

Stuttgart chooses not to fiddle too much with its refreshed SUV

The facelifted GLE, which continues in SUV and coupé bodystyles, is at first hardly distinguishable from the old version – and that's just as Mercedes intended. Sales are holding up five years after the fourth-generation GLE appeared, and its maker doesn't want to mess with the formula.

Exterior changes include a new-look bumper and revised grille, new LED graphics for the headlights and tail-lights and new designs for the wheels, which range up to 22in. The model is sold here in AMG Line, AMG Line Premium and AMG Premium Plus styling trims, although the coupé is only available in AMG Premium Plus.

Inside, the GLE adopts Mercedes' latest multi-function steering wheel and an MBUX operating system with new software and menus. In combination with a standard 360deg camera, there are also new graphics for models with the optional Off-Road Package.

There is lots of room front and rear, and the cabin is trimmed to a high standard. Boot space does suffer with the packaging of the battery, though, reducing from 630 litres in other models to 490 litres with the plug-in hybrid driven here.

The GLE continues with a choice of seven drivetrains, ranging from a 266bhp twin-turbo 3.0-litre inline six diesel in the GLE 300d 4Matic to the 603bhp twin-turbo 4.0-litre V8 petrol unit in the GLE 63 4Matic+. All of the ICE options now feature a 48V electrical architecture and integrated starter motor providing added power and torque under acceleration and a coasting function for added fuel savings.

The GLE 400e 4Matic SUV here, one of two PHEVs in the line-up, mates Mercedes' turbocharged 2.0-litre four-pot petrol engine with an electric motor to provide a combined output of 375bhp (up by 40bhp) and 443lb ft. Electrical energy is stored in a 31.2kWh lithium ion battery, which can be charged at 11kW on an AC charger and at up to 60kW on a DC system.

Steel suspension is standard, but our test car runs the optional Airmatic system – both of which have been brought over without any significant changes.

On the road, there is excellent control and inherent subtlety to the ride even on optional 20in wheels, making this GLE agreeably comfortable and refined, and with sufficient electric energy stores you can travel in near-silence. So configured, the GLE 400e has strong step-off and feels brisk in town. While it can't quite replicate the official electric WLTP range of between 57 and 65 miles in real-world driving, the relatively large battery does help it achieve a greater electric range than most hybrid-powered rivals.

That refinement takes a hit when the petrol engine fires. The four-cylinder unit is vocal when working hard in lower gears, but this apart, the GLE 400e is quite accomplished at lower revs on motorways, where the combination of the two power sources is flexible and refined.

Light but precise steering makes this an easy car to place despite its size. With Mercedes' 4Matic four-wheel drive system, traction is assured. Firm damping provides good resistance to body roll, but the big battery under the boot floor means you're aware there's a lot of weight in play during quick changes of direction. The suspension deals with larger bumps exceptionally well; it absorbs shock without harshness and settles quickly. Road roar is also well isolated.

If you want a GLE but need a decent electric range for city use, the 400e 4Matic makes a strong case for itself: it is a credible alternative to the other GLE models. But with a starting price of £87,500, it lines up against some fancied premium-brand plug-in hybrid SUV rivals.
GREG KABLE

It's refined at speed but the petrol engine can be gruff in low gears; roomy cabin is well finished

MERCEDES-BENZ GLE 400E 4MATIC

Not the most fun GLE to drive but perhaps the most sensible where your wallet is concerned

★★★★☆

Price	£87,500
Engine	4 cyls in line, 1999cc, turbocharged, petrol, plus electric motor
Power	375bhp at 5800rpm
Torque	443lb ft at 3000-5000rpm
Gearbox	9-spd automatic, 4WD
Kerb weight	2645kg
0-62mph	6.1sec
Top speed	131mph
Battery	31.2kWh (total)
Economy	256.8mpg
Electric range	57-65 miles
CO_2, tax band	24g/km, 8%
RIVALS	BMW X5 xDrive50e, Porsche Cayenne E-Hybrid

TESTED 20.3.23, OXFORDSHIRE **ON SALE** NOW

ELECTROGENIC PORSCHE 911

Oxfordshire firm rolls out EV conversion kit for classic 911s

Demand for 'electromodded' classics is growing, and EV conversion specialist Electrogenic is gearing up to meet it. The firm supplies 'electrification swap kits', made in Oxfordshire to be shipped out and fitted by any one of a number of partners around the world.

The kits are for post-1983 Land Rover Defenders, Jaguar E-Types and both G-Series and 964-generation Porsche 911s. Cars can be specified either to retain the original transmission or replace it; they have battery capacities of 43kWh to 93kWh and include DC rapid charging at up to 50kW.

There are two kits for the 911. The less powerful one as tested (215bhp, 229lb ft, 0-62mph in around five seconds) adds about 120kg to the kerb weight, so you can fit it without uprating suspension or braking. The other produces 322bhp, but Electrogenic wouldn't recommend it without wider upgrades.

Electrogenic includes everything either to convert the 911's existing instruments (so the transformation remains a subtle one and easier to reverse at a later stage) or replace them with EV-specific dials. Our test had the latter. You get to keep the occasional rear seats, but you'll also need them for baggage because the 62kWh battery fills the 'frunk'.

In rebalancing the 911's rearward weight distribution, the battery could in theory have one or two positive influences on handling. I'm not sure many will say it actually does, but this car drives like a pretty effective conversion.

Instruments can be converted to an EV-specific set-up; the '964' 911 remains outwardly unchanged

Turn the knob to 'D' and squeeze the accelerator to move off. The electric motor has lots of smooth low-speed thrust, and more motor energy regeneration at low speeds than high (Electrogenic can include manual controls for this). Outright performance is strong up to 60mph or so and on a par with plenty of modern twin-motor EVs. There's plenty of power above 60mph, but you can feel it tailing off a little.

For audible character, there's no comparison with a Porsche boxer engine howling away at revs. The electric motor isn't silent, though, and Electrogenic makes no misguided attempt to augment it. It is a little plain and toneless but pleasant enough to listen to.

Carrying those batteries in the front of an old 911 certainly gives your forearms a workout. G-Series 911s didn't have power steering; most 964s did, but our test car's rack is heavy enough to feel unassisted. The increasingly popular 'RS-look' Fuchs-style wide alloys also add steering weight. Electrogenic can add column-mounted electromechanical power steering, and I'd have it. The weight up front isn't that much, but its influence feels disproportionate when you're working hard in a tight corner.

There's an influence, too, on body control. This is a 911 that's clearly approaching the limits of the weight its chassis can bear. There's a degree of brittleness in how it rides and of unchecked roll and inertia towards the car's adhesive limits, although neither would stop you from enjoying it at quicker speeds.

With all that torque and no electronic governance, I'd want a mechanical limited-slip diff. As it stands, Electrogenic doesn't include one, so it's a bit too easy to spin up an inside wheel when you're driving out of a slow bend, even in the dry.

It plans to add one soon, though, and once it does, there's little reason to question the thoroughness of the re-engineering. There are dynamic compromises, but as a 'plug and play' solution that leaves the chassis unmolested should you want to reverse the conversion, it's a smart way to experiment with a new sort of motoring.

MATT SAUNDERS
@thedarkstormy1

ELECTROGENIC PORSCHE 911 964

Smart, fully reversible EV conversion makes for a classic 911 that gives up some of its charms, but far from all

★★★½☆

Price	£100,000 (est, plus donor car)
Engine	Permanent magnet synchronous motor
Power	215bhp
Torque	229lb ft
Gearbox	1-spd reduction gear, RWD
Kerb weight	1500kg
0-62mph	5.0sec (est)
Top speed	120mph
Battery	62kWh (total)
Range, economy	180-200 miles, 2.9-3.1mpkWh
CO_2, tax band	0g/km, 2%
RIVALS	Everrati Porsche 964

TESTER'S NOTE
The way Electrogenic makes its charging ports fit perfectly inside the existing fuel filler doors of its conversions speaks to the thoroughness and integrity of its work. Imagine a charging cable trailing out of an open bootlid or passenger door. **MS**

Second gear, third gear, it doesn't really matter.

Sometimes I'm wringing every last rev out of the Toyota GR86 on the way out of Anglesey Circuit's imaginatively named The Hairpin. Other times I'm dispensing with the time-consuming and chassis-unsettling third-to-second-to-third gearshifts on the way in and out of the 180deg right-hander to see if that makes a difference.

It doesn't. The result is the same: ahead of me, my colleague Richard Lane in the Ford Focus ST with Track Pack (hence the race track we're at) comes out of things further along the track than when we went in. Some of that is the inevitable result of a specific time gap between two objects being a larger distance when they're travelling faster, as gives the concertina effect when you're watching racing cars enter and exit corners. But mostly he's just extending the gap.

This is a circuit (and road, see p33) meeting of two cars that do similar things at a specific price point, something car mags have been doing since way before I started reading them.

But even the obvious tests, and I'm not sure this is one, keep bringing up little surprises to me even now. The thing that keeps tweaking my eyebrow upwards these days, but really shouldn't be by now, is that this is, effectively if not officially, a £40,000 twin test.

The Focus ST Track Pack is actually a £40,000 car, with its near-£37,000 base price for this 276bhp 2.3-litre family-sized five-door hatchback bolstered by another £3000 for the new Track Pack.

Before the Focus's recent facelift, elements of these mods were sold and known as the ST Edition, a rather limper name that understated a rather serious batch of changes. Available on only the six-speed manual and hatchback rather than automatic or estate version of the Focus ST, the Track Pack brings 10%-lighter alloy →

LAP DANCERS

What does a Track Pack add to Ford's hyperactive Focus ST and is it a match for the playful Toyota GR86? **Matt Prior** puts in some hot laps to see

PHOTOGRAPHY LUC LACEY

← wheels, bespoke Pirelli P Zero Corsa tyres and 10%-larger front brake discs than standard.

Then, most significantly, it also gets KW Automotive coilovers, which reduce the ride height by 10mm (and provide a drop in centre of gravity) and have adjustable damping settings – 12 stages in compression and 16 stages in rebound – which are accessible if you stick the car on a ramp and/or remove some trim.

With some shiny black plastics where more ordinary ones would normally be, the Track Pack is complete at a few pounds under £40,000, which is about £4000 more than it was two years ago, when we noted how expensive, at around the mid-£30,000s, the ST had become.

For which you can blame a number of things: inflationary pressures, a shortage of semiconductors, corporate average fuel consumption limits restraining sales volumes, and cheap interest rates and strong residuals meaning none of that mattered so much to the monthly repayment.

Besides, it's not like it's as bad as the £47,000-plus of the latest Honda Civic Type R, which lets Ford still claim that it's the blue-oval, blue-collar, affordable performance car for the working geezer kind of car company.

But when it comes to truly restricted supply, welcome to the world of the Toyota GR86 coupé, a car that ought to be cheaper than the Ford.

But isn't. It was £29,995 for the manual version and £32,085 for the automatic when, on 14 April 2022, Toyota announced prices and specifications then, about an hour and a half later, found that the entire two-year allocation was spoken for. Two years is all the time that the '86 can be sold for, before it no longer complies with impending active safety regulations (of the sort that make cars more of a nuisance to drive, for an unproven amount of benefit).

There was a sense Toyota had underplayed the pricing – and people, being people, have done what they do in those cases. Flippers, they call them – and it isn't affectionate – buy a car, or a watch or whatever, then advertise it immediately for more than they paid for it.

Right now, there are three such GR86s in the classifieds with delivery miles at nearly £40,000, and one that someone has at least had the decency to enjoy for 2000 miles before posting it at £37,000, which of the four is the one I'd buy on the principle that I might like its owner a smidgeon more. Congratulations to the other lads: you can now afford a new kitchen, but you didn't actually drive a GR86. Cost of everything, value of nothing etc.

> “The GR86 in the mirror is much smaller than a few seconds ago”

Anyway, I hoped they'd be closer matched in speed than it turns out. My thinking was that although the Focus makes more power, at 276bhp, it's also heavier, at 1437kg, so its 192bhp per tonne might give the Toyota a chance. The GR86's 2.4-litre naturally aspirated flat-four engine makes 231bhp, but because it weighs only 1276kg, it has 181bhp per tonne. A tad less, granted, but it has a smaller frontal area and is rear-wheel drive, and therefore its front wheels have less to worry about, so I wondered if that might make the difference. It doesn't.

Away from the shenanigans where I'm chasing Richard for our video footage, I set a lap time in both for consistency, where in greasy conditions the GR86 laps Anglesey in 1min 52.5sec and the Focus ST in 1min 50.3sec.

One can argue about how much that, or the respective 0-62mph times of 6.3sec (Toyota) and 5.7sec (Ford) matter. To me, not at all. But they're a useful barometer of performance, and a telling by-product of how these cars go about creating it.

The Ford's 2.3 engine is turbocharged and long of stroke, at 94mm (bore 87.5mm), so it makes a lot of torque, 310lb ft, and it makes it early, from 3000rpm. Peak power is with you by 5500rpm. Throw in the 235/35 R19 performance-oriented tyres, and an electronically controlled →

After four laps of Anglesey, the Focus's brakes want more cooling than the Toyota's but both stand up well to abuse.

GR86's driving position is lower than the hot hatch's

Focus ST is the quicker car around Anglesey Circuit

Oversteer slides are easy to initiate and control in the GR86

WHAT ARE THEY LIKE ON THE ROAD?

What relevance does the on-limit-behaviour track action have to the road? More than I'd have imagined. The physics are the physics, after all – so these cars do similar things on road to on track, but at levels restrained by speed limits, visibility limits and common sense.

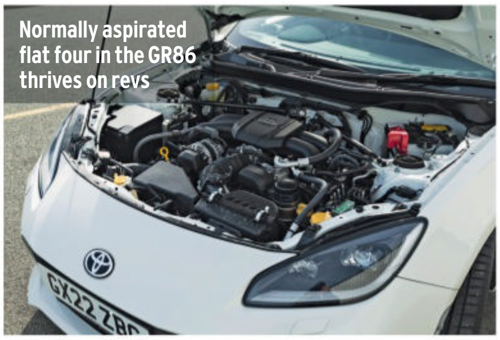
Both cars have tight body control, with the Focus's new suspension allowing more road noise and some inputs back into the cabin in a manner I don't remember in the standard Focus ST (it's been a few months), but as a predominantly road driver, don't be alarmed by the Track Pack moniker. The ST deals with the worst surfaces that the UK has to throw at it rather well, without resorting to crashing and banging its way down the road while it reins in body movements.

The Toyota's a noisy car anyway, so although it feels, to me, more absorbent, that doesn't translate directly to being more refined. Still, with less body mass to control, it doesn't need such tight damping, and I suspect its rubber is more pliant, plus the driveline is less aggressive, so I find it a relaxing road car – more so than the Ford – yet still engaging. The balance and precision are more muted on a road than a track but, with feedback felt through fingertips rather than arms, it's still just lovely.

Focus is well suited to UK roads, despite its Track Pack label

Even at a standstill, the GR86 makes its driver look sideways

With no Peugeots, no Renaults, and powerful-engine-in-small-car life threatened at Volkswagen, the hot hatch is an endangered species. Praise Ford.



Normally aspirated flat four in the GR86 thrives on revs

Focus's turbo four generates far more torque far sooner

← differential and you get a car, almost regardless of how deftly it's set up, that gets going quickly and effortlessly.

And Ford, let's remember, knows how to set up a car. They're very proud of the 'tuck' that Ford hatches display on the way in to a corner if the driver lifts the throttle or trails the brakes towards an apex. It's one of the consistent driving delights at the cheaper end of the car market, finding a car that will rotate and dart around like a great Ford hot hatchback does.

With very quick and reactive steering too, the latest Focus ST verges on a caricatured version of earlier Fiestas and Focuses in this respect. It's heavier than those so it tries harder. It feels up on tiptoes, very tightly damped, hopping from one foot to another, and then whooshing and bwoaping (it's a word, sue me) on corner exit, finding bags of traction, tweaking the steering wheel in excitement and leaving the driver wondering why that Toyota in the mirror is much, much smaller than just a few seconds ago.

We take it that the Civic Type R, which couldn't be here for this test, is the king hot hatch these days, all so serious and 'Porsche GT3 on a budget' as it is. But the hyperactive nature of the Ford hides an exceptionally capable car too.

The Toyota's engine has no turbo and its bore and stroke are almost swapped from the Ford: it has only an 86mm stroke (96mm bore) so it's higher revving, and notably less torquey. If 45bhp wasn't much disparity given the weight difference, you'll need 7000rpm applied to get to it, and its 184lb ft – a 126lb ft deficit – isn't developed until at 3700rpm. And all of that gets to the road, via a limited-slip differential, through 215/40 R18 tyres. Even though they're relatively serious Michelin Pilot Sport 4s rather than the Primacys of the earlier GT86, we are talking a different kind of performance.

And that's fine. That the Toyota comes within two seconds of the Ford over a long damp circuit is creditable when you look at the reasons why, and it shows their differences in approach. If Toyota wanted to make a car quick, it wouldn't have chosen those specs. Instead, it wanted to make a car that was precise, balanced, honed and enjoyable, and a bit quick on the side. And it has.

Track Pack upgrades the wheels, brakes and tyres

GR86's Sport-4-tyred front wheels just do steering

The GR86 steers with similar speed yet less aggression than the Focus but, being both lower and lighter, it doesn't need that to generate similar responses. It still turns in engagingly and willingly, while a little trail braking helps to settle the nose and unsettle the rear. There isn't the power to slide the car around or throttle steer it like, say, in a BMW M car, but even in faster bends, with revs applied there's enough oomph to adjust its line, keep it neutral, or push through to a balanced slide that's easy to initiate and then control.

So Richard is going quicker but we're both enjoying ourselves. But fundamentally, and I think we both know it, he's not having any more fun. The Focus ST is a brilliant hot hatchback. The GR86 is a brilliant sports car. A

ST67 FUN
ZBG

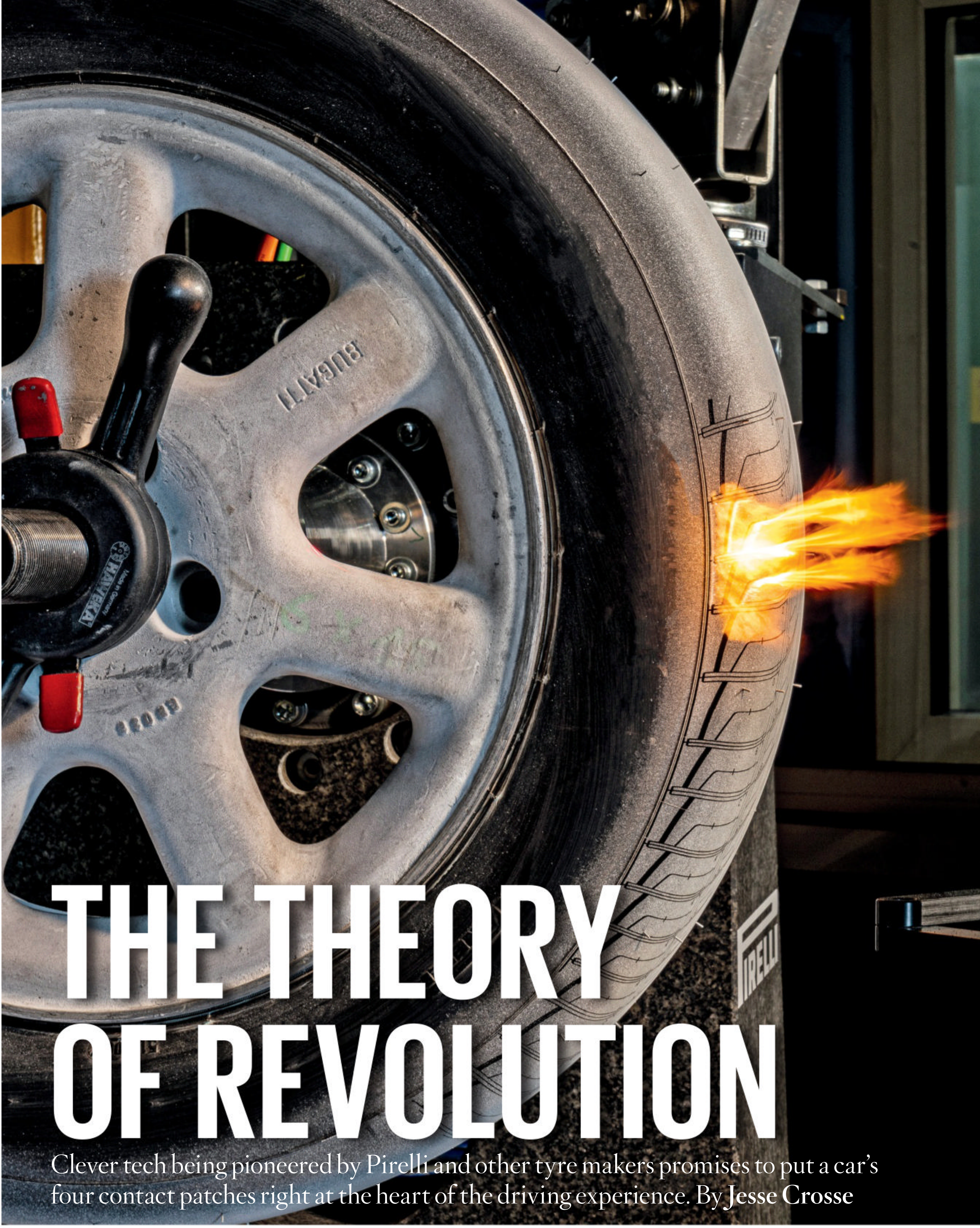
2nd

Track Pack brings a level of composure and serious track ability to the Focus ST to join its celebratory agility and enthusiasm. Easy to like and recommend.

More fluid, precise and ultimately engaging than the Focus ST, even if it is slower around a circuit. Just more fun, more often. And just as endangered.

10
ST67 FUN
GX22 ZBG

	Toyota GR86	Ford Focus ST Track Pack
Rating	★★★★★	★★★★½
Price	£29,995 (but you'll need £39,000)	£39,950
Engine	4 cyls horizontally opposed, 2387cc, petrol	4 cyls in line, 2261cc, turbocharged, petrol
Power	231bhp at 7000rpm	276bhp at 5500rpm
Torque	184lb ft at 3700rpm	310lb ft at 3000-4000rpm
Gearbox	6-spd manual, RWD	6-spd manual, FWD
Kerb weight	1276kg	1437kg
0-62mph	6.3sec	5.7sec
Top speed	140mph	155mph
Economy	32.1mpg	34.9mpg
CO_2, tax band	200g/km, 37%	185g/km, 37%



THE THEORY OF REVOLUTION

Clever tech being pioneered by Pirelli and other tyre makers promises to put a car's four contact patches right at the heart of the driving experience. By **Jesse Crosse**

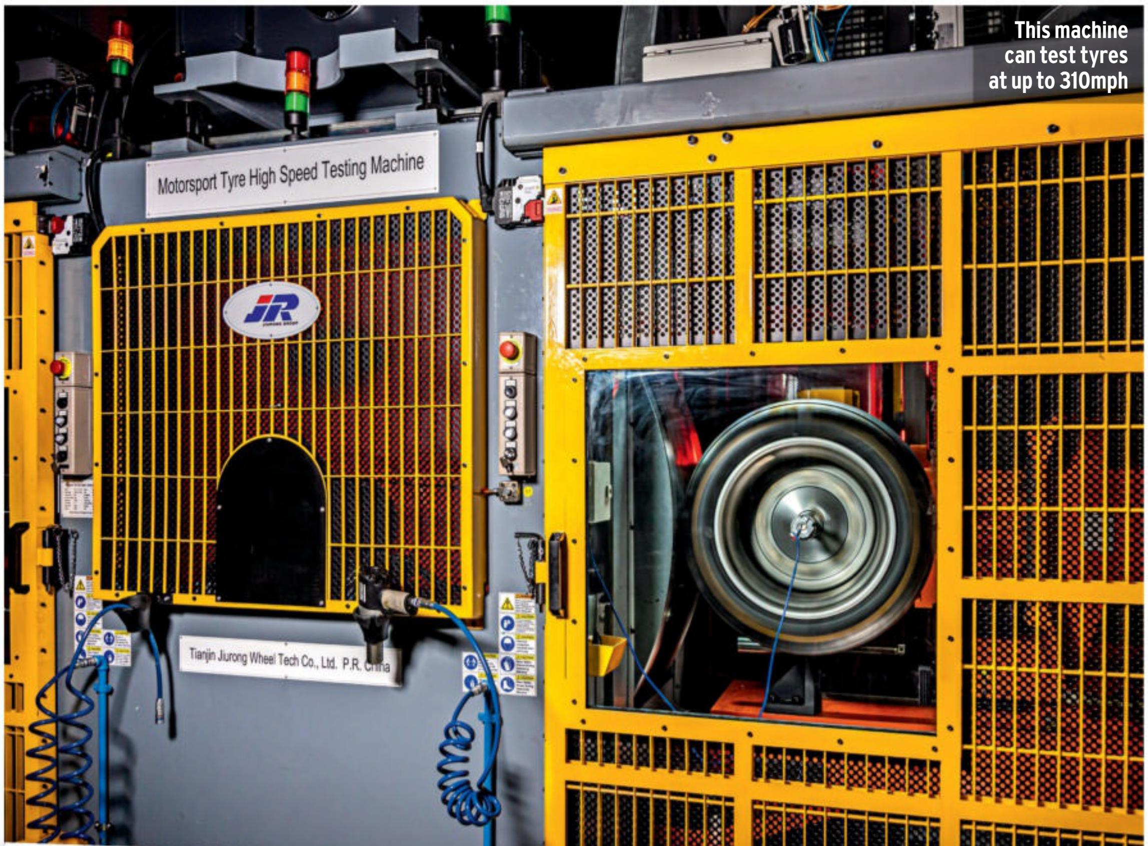
When talk turns to tyres, the questions uppermost in the minds of most drivers are ‘how much is it?’ and ‘how long before it wears out?’. Keen drivers will want to know more, like how quickly it will stop in the wet, how much cornering grip there is and, for the really savvy, its effect on the steering and rolling resistance. Those are some of the traditional characteristics by which tyres are judged, but before too much longer they are likely to be involved in some far more advanced roles, like controlling the car and communications.

Pirelli is one of those manufacturers looking to the future and exploring what else the tyre can do for the driver. Last year it developed what it calls “the first tyre in the world that talks to your car”, which made its debut on McLaren’s 671bhp Artura hybrid supercar. The Cyber Tyre is based on a Pirelli P Zero, but the same technology could be applied to any Pirelli tyres. It consists of a tiny chip that senses minute details of the tyre’s behaviour, then transmits it back to the car, which can respond accordingly.

For all the sophisticated work that lies behind a car’s chassis and suspension, those four contact patches are crucial and it makes sense to get the most out of them, as Pierangelo Misani, executive vice-president of research and development and cyber, explains.

“We started many years ago thinking of the tyre not merely as a generator of forces transmitted to a wheel hub,” he says. “It’s the only point in contact with the ground and if we give it an ability to sense, in a similar way to how our fingers can sense the grip they have on a table top, it can transform those sensations into data and transmit them to the car. The Artura is the first example of a tyre connected into the logic systems of the car.”

A key aspect of the concept is what Pirelli calls the tyre ID. “At each moment, the car detects the type of tyre on each corner and uses its ID to act on its suspension, brakes or stability control,” explains Misani. Thus equipped, the car could automatically configure the chassis, braking and ADAS systems to suit the different characteristics needed for a winter or summer tyre.


This machine can test tyres at up to 310mph

Motorsport Tyre High Speed Testing Machine
JR
Tianjin Jurong Wheel Tech Co., Ltd. P.R. China

Misani: “Tyre-car connectivity is becoming a reality”

The Artura may only have a relatively small production run, but Misani confirms the R&D teams at Pirelli are already working on developing the concept for large-scale production. “Tyre-car connectivity is becoming a reality,” he says. “But I think in the future we will also need tyre-to-infrastructure communications, so tyre-to-car and car-to-car to create a communications network.” The aim is to tap into the high-speed resources of 5G as it comes of age, allowing data generated by the tyres to be distributed around the network.

Tyre pressure monitoring systems are currently mounted in the wheel, but in the future they can be integrated within the tyre. Misani says: “Our tyre sensors are already capable of measuring temperature and pressures in a tyre but now they can provide other information as well. For example, we can detect the onset of aquaplaning by measuring the length of the contact patch. We can also measure the vertical mass distribution on the four wheels and provide the effective load on a single tyre.” Useful for warning a driver of overloading, these “corner weights” are used to improve handling and braking performance in motorsport, and a road car capable of adapting its suspension settings on the fly could benefit in the same way.

We can also expect safety ➔

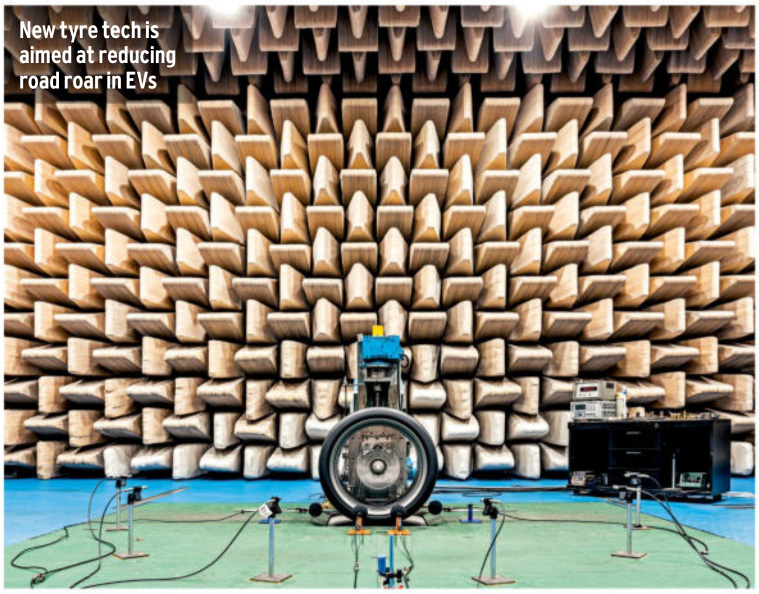
THE TYRES WITH A MIND OF THEIR OWN

Continental is working on a sensing system for its tyres that goes beyond the existing tyre pressure monitoring systems. It’s planning a next generation of tyre sensors mounted around the inside of the tyre that collect data throughout its lifetime. The sensors will register the abnormal temperatures that are a good indication of underinflation due to a puncture or otherwise. Temperatures can also be a measure of changing road conditions such as the presence of moisture or ice. Sensors will detect small punctures, and predict hazards like damaged road surfaces. They will also keep an eye on the tread depth and warn when it’s reaching the lower limit. Beyond that, the plan is to enable tyres to maintain their own pressures using centrifugal pumps built into the wheel. With an eye on autonomous driving, Continental is also looking at how its tyres can share data between vehicles via the cloud.

3D PRINTING

3D printing is becoming increasingly sophisticated, so it’s inevitable that it features in tyre manufacturers’ future plans. Michelin uses it to make components for tyre moulds and, as part of its Vision concept, wants to go further by 3D-printing rubber tyre treads. The ultimate goal is to be able to freshen up or “recharge” treads and even change the use of tyres from, say, a summer to winter tread pattern via an on-demand service accessible through an app.

3D printing should also use raw materials more frugally than traditional methods. The company’s Uptis airless tyre is already a reality, albeit not yet for passenger cars, and like other tyre manufacturers Michelin is investing heavily in finding ways to replace fossil-based raw materials with bio-sourced and recycled materials. For example, it is aiming to replace petroleum-based butadiene used in tyre manufacture by making it with ethanol derived from wood-chip biomass instead.



New tyre tech is aimed at reducing road roar in EVs

systems to become more effective with tyres detecting a problem faster. "In the future, we will collect information on the status of the car and the asphalt and the amount of grip available in any given moment," explains Misani. Today, safety systems are reacting to something that's already going wrong. But tyres that can monitor grip almost in the same way as a human fingertip could enable the car's safety systems to nip the problem in the bud before it even happens, gaining crucial milliseconds, reducing stopping distances and enabling stability control systems to react faster to an impending problem.

"This will be even more important in the future and is linked to the development of autonomous driving," says Misani. "There will no longer be a driver with five senses controlling the car, and driving will be based only on sensors in the car and the tyre."

One area of research is how to power the tiny chip that gives the tyre its sensing capability. Today, the power supply is an equally tiny battery. "On the McLaren Artura it has to withstand speeds of over 170mph so there's not just the question of how long it will last but also the capability to be reliable for thousands of miles and at high temperatures," says Misani.

The aim, though, and one Pirelli engineers are working on, is to develop a tiny piezo crystal generator driven by movement as the tyre deforms while rolling along the road. Testing is carried out on machines capable of spinning wheels to the equivalent of up

> "Cars capable of adapting their suspension settings on the fly could benefit"

A small chip lets the Artura and its Cyber Tyres work in harmony

GETTING THE BEST OUT OF EV MOTORING

When you switch to an electric vehicle, do you also need to switch your tyres? That's not an easy question, especially as tyre manufacturers seem divided on the benefits of EV rubber.

One brand that has embraced it is Vredestein, owned by Indian tyre giant Apollo. Vredestein recently launched the Quatrac Pro EV, which it claims is the first all-season tyre dedicated to performance EVs. Why? Sanjay Patel, Apollo's development chief, cites research that 54% of drivers feel electric vehicles should be fitted with EV-specific tyres. "EV drivers are really concerned with range and notice road noise far more, so we wanted to address that," he says.

Patel explains that the goals when developing the tyre were to handle the extra weight of EVs, to maximise range and to reduce road noise. Changes were made throughout the production process, starting with a reworked blend of silica and polymers, lighter belt materials and a thinner sidewall.

The EV tyre's outside shoulder is wider than standard to reduce lateral deformation, the grooves are steeper to reduce distortion and the asymmetric tread design features stiffer blocks to handle increased cornering loads. Those tread blocks were also redesigned to reduce the tyre's pitch, further decreasing the noise.

The result, says Patel, is a tyre that's High Load-certified yet lighter and quieter than a standard all-season tyre. He claims it also offers better handling, 15% less rolling resistance and increased range, while reducing braking distances and noise too.

Marginal gains, then, but even slight improvements in range and refinement will be welcome for EV drivers and potentially persuasive for those thinking of joining them. **JA**

Intelligent tyres aim to improve safety and optimise performance

to 280mph. A new machine just installed specifically for motorsport tyres can test up to 310mph.

Back down to earth, priorities are sustainability, wear and reducing rolling resistance. The use of simulation and virtualisation tools rather than the old-school trial-and-error approach has made it possible to try out ideas without having to make prototype tyres. The approach is less wasteful, and once physical prototypes are made, different types of one-off tread patterns can be tested quickly by cutting them with lasers rather than having to make expensive moulds.

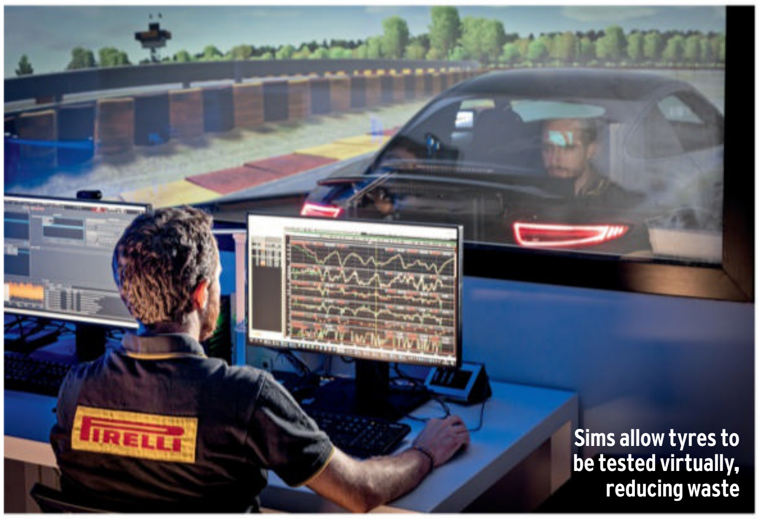
Pirelli claims to be the first tyre manufacturer to substitute rice husk, a waste product from the food industry, for the quartz sand normally used to produce the silica used in tyre compounds. Lignin, a wasted product of paper-making derived from wood pulp, is replacing carbon black, a major fossil-based component of tyre compound material, and polyester from recycled bottles is being used in place of rayon for cords. Recycling tyres is difficult because of the complexity and range of ingredients such as polymers, resins, fillers and various other chemicals that are impossible to separate. Misani prefers the term "regenerate", with processes like high-temperature pyrolysis, which yields materials that can be used in the manufacture of new tyres.

Pirelli is tackling the more immediate need for a different kind of tyre designed specifically for plug-in hybrids and EVs with its Elect technology. Introduced in 2019, it's used across the P Zero, Cinturato and Scorpion families in summer, all-season and winter versions as original equipment. The technology is designed specifically to reduce rolling resistance and noise and has a structure designed to withstand the extra weight of EVs. It is also an example of how quickly the tyre industry is adapting to electrification. Pirelli's electric tyre volumes now account for 17% of original equipment tyre sizes over 18in, almost three times more than in 2021.

While tyre engineering has always been something of an unsung hero when it comes to a car's performance and safety, it seems likely that it will contribute a whole lot more in the future. **A**

Pirelli uses rice husks in its tyre compounds

Yarn is from recycled plastic bottles



Sims allow tyres to be tested virtually, reducing waste

CARLO FURGERI GILBERT – COURTESY OF FONDAZIONE PIRELLI

Aubrey's unofficial first project was this 1973 BMW 2002 Ti racer, made to match a toy the client had as a child.

Above Peck and her bull terrier Rodney is Aubrey 002, a work-in-progress

Doing things differently

Not only are Aubrey Automobiles' creations unique – so too is the team behind them. Its boss tells **Will Rimell** how she's taking a wrench to car restoration stereotypes

PHOTOGRAPHY MAX EDLESTON

Just a few miles outside the Essex city of Colchester, where the busy A120 condenses into one lane, is an inconspicuous left turn into a sleepy country lane. A farmhouse greets you, with its usual array of outbuildings. Within one sits a 1988 Mercedes-Benz G-Wagen. But this isn't your usual 280GE: this is Aubrey Automobiles' second restoration, or Aubrey 002 for short. It's a "more sympathetic" follow-up to the bold-looking re-envisioned 1973 Land Rover Series 3 109 (Aubrey 001) that put the incipient firm on the map when it was unveiled last year.

You might think this is nothing special when many places now do restomodding, but Aubrey is different. According to founder Georgia Peck, "other restoration firms are very macho, and that's not us. Ours is very understated luxury." What also makes the business stand out is 29-year-old Peck herself, who is emerging as an inadvertent trailblazer for young women in what remains a male-dominated industry.

Peck has always loved cars, having grown up tinkering with classics with her dad and

watching videos of her motorsport hero, Henry Aubrey Peck. “I didn’t watch Clark Kent on television, I watched my grandad,” she says.

Aged 19, Peck bought her first classic: a 1992 Mini Arc de Triomphe. Before long, she was sourcing classics for clients, as rare and valuable as an Aston Martin DB5. At 25, she set up Aubrey Peck as an organiser of “luxury automotive events and adventures”, and soon she decided to capitalise on her passion for restomodding alongside that.

“The Mini inspired me, as it made me realise that you can kind of do what you want to a car as long as you’re sympathetic and you do it in a nice way,” she explains.

A 4x4 specialist, Aubrey’s work spans subtle restorations to unique transformations for clients around the world. Just over a year in, the firm is already in good shape, with 10 bespoke bookings confirmed – one of them a “picnic-focused” Land Rover with an awning, matching furniture and, of course, a full pull-out kitchen.

The work will go much deeper than those party pieces, though. For evidence, just look to Aubrey 001, which received a nut-and-bolt restoration, a left-hand-drive conversion, an engine-and-gearbox rebuild, new suspension, new brakes and a galvanised chassis, before being fitted with wenge wood decking, a drinks cabinet, Connolly leather upholstery, a modern entertainment system and eight different roof configurations for its new life in the Swiss Alps.

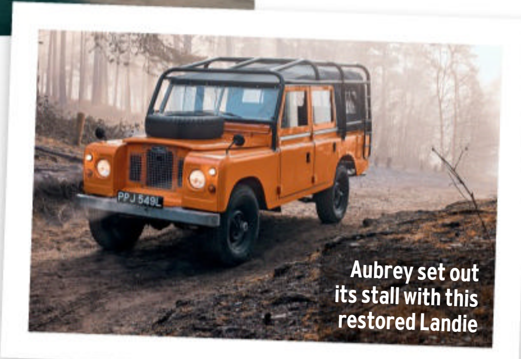
The keys to Aubrey’s promising start have been word of mouth, plus a dedicated team of five staff and Peck’s brother Elliot, who digitally designs the builds (“without him, it would be hard to demonstrate the vision”), all aged under 30.

But it hasn’t been plain sailing, explains Peck: “When I first started, I’d quote for each part of a build. For one build, just for the interior we got six quotes, and there was sometimes a £10,000 difference. For every part of that build, we had huge jumps in costs. I wouldn’t like to make assumptions, but I feel that as I was a girl, and especially as someone new in the industry, they thought I didn’t know how much it might cost.”

This followed issues she experienced even earlier in her career while sourcing classics.

“There were two types of men who answered the phones: one who would patronise me and talk to me like I knew absolutely nothing and one who was genuinely just kind and nice and would try to help me,” says Peck. “Sadly, it was one or the other, and there were very few of the second.”

This is changing, believes Peck, although not without some sacrifice. You need to “adapt quickly” and overcompensate to gain respect, she says when asked what advice she has for women looking to join the industry. “The biggest thing I learned is you have to talk to someone as they would talk to you,” adds Peck. “Just don’t be shy. You have to be really confident and don’t be knocked down. If someone says no or if someone tries to rip you off, don’t take it. Just keep going.”



Aubrey set out its stall with this restored Landie

The tide appears to be turning, says Peck, as more women enter the industry – and she’s playing her part, with women soon to make up half of the Aubrey team. She says: “It’s all happening very quickly. Already I’ve noticed in the last few years that there are more women coming in, and the fact that I’m now looking to hire a 21-year-old [woman] is shocking to me.

“The more women who do something, the more men are going to respect them, and they are hopefully going to start levelling out.”

Aubrey’s future plan is nothing if not ambitious. A new, bespoke workshop is on the shopping list as Peck looks to diversify the firm away from restoring 4x4s (“we needed to establish ourselves with a focus”), with sports cars next on the agenda. These are another of her loves; her daily driver is a Maserati Granturismo.

“I’d love Aubrey to become a bespoke vehicle building service that doesn’t just work with Land Rovers but also sports cars, classic cars and luxury cars, with a focus on adventure,” says Peck. “That’s a big thing for me.”

AUTOCAR
GREAT WOMEN
RISING STARS 2023

CELEBRATING EMERGING TALENT

Entries remain open for Autocar’s Great Women Rising Stars initiative, recognising the motoring industry’s best up-and-coming talents.

Run by Autocar in association with the Society of Motor Manufacturers and Traders, Great Women is a celebration of the incredible talent and skills within the automotive industry.

The Rising Stars awards celebrate the achievements of women across the motoring industry who are on the fast track in their careers.

Autocar’s initiative, now in its eighth year, involves 12 categories. These include the newly introduced Diversity, Equality and Inclusion category, which recognises those who demonstrate exemplary performance in making the motoring industry a more appealing prospect to people from wider sections of society.

Nominations for this year’s Rising Stars awards must be registered by Friday 21 April at surveys.haymarket.com/s3/AGW-nominations-2023. Winners will be named at a prestigious awards ceremony in June.

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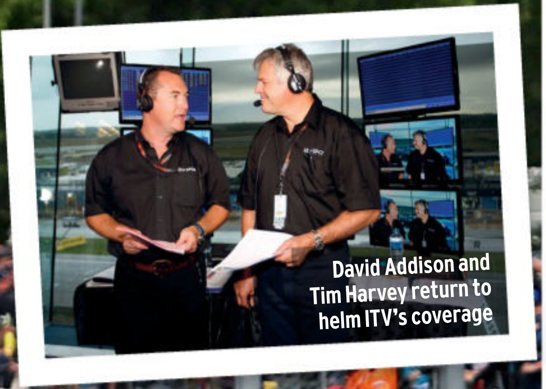
BACK WITH A BANG

Ahead of this weekend's curtain-raiser, David Addison and Tim Harvey preview the new BTCC season – and tell **Damien Smith** why it looks like being one of the best yet

The British Touring Car Championship is back! It has been more than six months since Tom Ingram wrapped up his first title in style at Brands Hatch, but finally the long winter break is over. The 10-round 2023 campaign begins this weekend at Donington Park, so we called on ITV's ace commentary duo, David Addison and Tim Harvey, to give us the lowdown on what promises to be another frenetic season of tin-top action.



David Addison and Tim Harvey return to helm ITV's coverage

Rules shake-up to add racing spice

THE BTCC BROKE new ground last year by introducing hybrid technology to the series, using a power boost system in place of the old weight ballast as a means of levelling the playing field. The transition proved remarkably smooth in the face of such a major change, although inevitably there was room for improvement for the sophomore year.

"The BTCC is as good as it ever was," says 1992 champion Harvey. "It will be slightly reformatted this year to improve the racing, which is what we all want. The quality at the front of the grid is as good as ever and there are enough changes to make it very interesting. We go to that first race with plenty of eager anticipation."

The tweaks involve three areas. First, the sliding scale of hybrid boost has been enhanced in favour of those who qualify outside the top seven. From eighth backwards, drivers will be able to deploy hybrid power from a reduced minimum speed, which allows them to use it quicker than the front runners – who only have it available for 50% of the racing laps. In a nutshell, hybrid usage tactics will be more critical.

The second change is the reintroduction of a 'Top 10 Showdown' in qualifying, at five of the 10 rounds, as a means of shaking up the competitive order. Also, at the request of the teams, Goodyear will reintroduce mandatory use of an 'option' tyre to spark greater variation in strategy and enhance differentiation in performance between rivals.

"Last year there was an occasional bit of criticism that the hybrid wasn't making as much of a difference as the old weight ballast system, but it was a transitional year with hybrid and the use of a new TOCA engine built by M-Sport," says Addison. "There was quite a lot for the teams to get used to. Inevitably, [BTCC ringmaster] Alan Gow makes notes, thinking: 'That needs tweaking and improving.' If you thought 'I don't like the hybrid power boost', I wouldn't have any concerns at all, because this year it will take a step forward in terms of adding to the racing."

Now let's get to the runners and riders...

Tom Ingram will kick off his 10th BTCC campaign

The 2022 drivers' championship went right down to the wire

The champion's defence

TOM INGRAM RETURNS with Excelr8's Hyundai i30 Fastback, joined once again by series veteran Tom Chilton as well as BTCC newcomers Ronan Pearson and Nick Halstead.

"Ingram will be stronger now he's got that title monkey off his back," says Harvey. "When Tom is under pressure, he absolutely delivers – he doesn't fold. There was no better display than at the final meeting last year, where he absolutely dominated. He will have increased confidence, he stays with the same team and engineer, and he knows exactly how to do this. He will have to start as a favourite."

"Tom hasn't peaked yet, either – he's still improving," says Addison. "Each year he drives in a more mature way. Also, Tom is in this for the long haul. He models himself on Jason Plato and the hunger will still be there for another championship... and another and another."

BMW beams in with a quartet

THE EVER-GREEN Colin Turkington will chase a record fifth BTCC crown once again with the WSR-run Team BMW, joined for a second season by Stephen Jelley. Adam Morgan has switched from his family-run operation to make it a trio, while 2022 title contender Jake Hill is tipped for another charge under the banner of Laser Tools and with guidance from his manager, ex-Formula 1 racer and Le Mans winner Mark Blundell.

"You've got four race winners in this team. It's very strong," says Harvey. "The BMW is the only rear-wheel-drive car out there, which will have its advantages and disadvantages, particularly at places like Croft. There will be times when they will be dominant and they will be very pleased to have the option tyre back, particularly if we get a hot summer. When Colin is in the zone, he is as fast as anybody, but there were times last year when I felt he wasn't in that zone often enough, given the quality of the opposition. The likes of Tom Ingram, Jake Hill and Ash Sutton are on it every time they get in the car. Colin's careful, studied, playing-the-percentages approach doesn't work quite so well any more with such good, capable, fast drivers around. Jake Hill is going to be super-strong this year. He's got a year's experience now with the team, sound commercial backing and Mark Blundell looking after his career. And he's super-talented."

"Hill lost the championship last year not at Brands Hatch at the end of the year but at Brands at the start of the year through his own errors," says Addison. "There was a sense that this was his big chance and perhaps his only shot at the championship, so he overdrove a bit. Once he calmed down and there was some reassurance of continuity, the mistakes didn't come. He lacks nothing in terms of speed, racecraft and commitment. If he can just iron out the errors, there's no reason why he can't be a champion.

"Watching Turkington is going to be fascinating. I take Tim's point, but maybe that percentages approach might work better now you've got a few more variables. For me, Colin remains the benchmark driver."

Can Colin Turkington become the first to win five BTCC titles?

Napa awake to the challenge

Napa claimed the BTCC team crown last year

THREE-TIME CHAMPION Ash Sutton will be out to avenge his 2022 defeat in a Napa Racing team that has now expanded to four Ford Focuses. Dan Cammish remains on board, while Dan Rowbottom switches from Team Dynamics. Sam Osborne takes the fourth seat.

"It's a formidable team," says Addison. "Osborne isn't yet a race winner, but if you take Ash and the two Dans, they are all proven front runners. Cammish has come within a whisker of winning a championship, Sutton we know can win titles and Rowbottom after a disappointing year at Dynamics has a point to prove. Where it will get interesting is mid- to late season if those egos start to collide. If you've got three of those four drivers all pitching for a championship, how that is managed will be key."

"What Ash Sutton did last year was nothing short of miraculous," says Harvey of the 29-year-old's team switch and adaption from rear- to front-wheel drive. "To end up second in the championship was astounding and for a lot of people he was the driver of the season. They intended to change cars over the winter, but that fell through, so they've stuck with the Focus. A lot will depend on how much progress Ash and his engineer Tony Carrozza have made developing the car."

Rory Butcher will again lead the Corolla GR Sport charge

Gordon Shedden and Team Dynamics will sit out the coming season

The one and only

IN THE ABSENCE of Team Dynamics, BTC Racing – now renamed One Motorsport – will spearhead Honda's BTCC attack. Josh Cook is joined by Aiden Moffat and ex-Autocar staffer Will Powell.

"Although they suffered and were the most vocal on the M-Sport engine last year, we know they are winners," says Harvey. "Josh Cook at Thruxton is almost unbeatable. They are capable of springing a surprise, and for the first part of last year Josh was a championship contender. The car certainly looks stunning in its new livery and the team is not lacking in resources."

THE 2023 CALENDAR

22/23 April	Donington Park
6/7 May	Brands Hatch Indy
20/21 May	Snetterton
3/4 June	Thruxton
17/18 June	Oulton Park
29/30 July	Croft
12/13 August	Knockhill
26/27 August	Donington Park GP
23/24 September	Silverstone National
7/8 October	Brands Hatch GP

Tune in for action

IF YOU CAN'T make it trackside, all 10 BTCC race weekends will receive extensive wall-to-wall coverage on ITV. Addison and Harvey have every justification to claim we have never had it so good when it comes to Britain's top motor racing championship.

"The biggest thing for me is we've got a lot of strategy changes, all designed to shake up the races," says Harvey. "I'm looking forward to a lot more variety in the racing. Last year was quite good for the purists because everyone was racing on the same tyre, so you could really pick out the outstanding driver and car combinations. What we were missing was that BTCC drama and show. Too many times first and second places in race one were the same in race two. I expect to see a return to drama, unpredictability, strategy and luck playing a part."

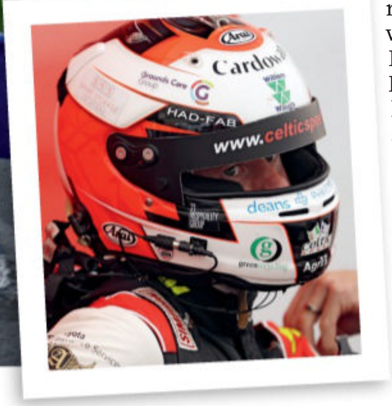
"I know people still bang on about how wonderful Super Touring was in the 1990s and the BTCC isn't what it was," says Addison. "It isn't, absolutely right – it's better, because you have more cars running closer together up front and a greater spread of potential winners. The quality in the top 10 or 12 now is absolutely fantastic, and there are good teams too. It's going to be another great season, no question."

This looks set to be a season of 'drama and unpredictability'

Butcher's hooked back to Toyota

RORY BUTCHER, FIFTH in the points last term, races once more with the Speedworks Toyota team and is joined again by Ricky Collard, who has gone back on his retirement plans. The effort is expanded to three cars this time, with George Gamble switching to the front-wheel-drive Corolla after a star rookie year with BMW.

"Last year, Speedworks did not look as good as they were and could have been," says Addison. "They ran the new M-Sport TOCA engine, which was not as good as it should have been. But now that's gone. They've got a new Neil Brown-built Supra engine. Given the brains trust behind it, I can't see why it shouldn't be competitive from the word go, even though it's late arriving. George Gamble won a race in his first season, which was impressive, but coming from the BMW he must adapt to a front-wheel-drive car. It's an important year for the team and Toyota, coming off the back of a slightly lacklustre 2022. As for Rory Butcher, this has got to be a year where he wins more than one race."



AUTOCAR
ROAD TEST
No 5620

Bentley Continental GTC

Crewe firm aims for greater driver appeal at a lower price point for its convertible GT

MODEL TESTED **V8 S**

Price £218,355 ● **Power** 542bhp ● **Torque** 568lb ft ● **0-60mph** 3.6sec ● **30-70mph in fourth** 6.8sec ● **Fuel economy** 20.9mpg ● **CO_2 emissions** 284g/km ● **70-0mph** 48.6m

PHOTOGRAPHY MAX EDLESTON

We like

- ● Wonderfully naughty, TVR-redolent Sport-mode exhaust note
- ● Adds V8 charm and dynamism, but sacrifices nothing on comfort
- ● Convertible grand touring driving experience is enduringly special

We don't like

- ● Goes quite heavy on black exterior body trim, which seems a bit faddy
- ● Can occasionally keep you flipping between drive modes
- ● Weight and luxury tuning still cap net potential for driver appeal a little

Convertibles are proving a perennial source of income for the world's best-known purveyors of top-level luxury cars. To understand why, all you need do is drive one. There is little to match the pure 'wow' factor of a desirable drop-top exotic that can so effortlessly make almost any open-air journey feel special.

As Bentley has long understood, the most intoxicating luxury convertibles are rarely the most exciting, but rather those that deliver effortless grand touring qualities into a lavish, sheltered, inviting cabin. Cars that give you a motoring experience engaging enough to savour but also preserve your appetite for open-top miles with their good cruising manners.

In pursuit of that just-so compromise, Bentley has just augmented its line-up of Continental GTC derivatives with a familiar new member. Crewe first introduced V8 S Continental GT and GTC models a little under a decade ago, as part of the last-generation Continental line. Taking the lighter and more responsive V8 model as their basis, and adding extra notes of handling and performance dynamism and driver focus, these models were among Autocar's highest-rated modern Bentleys. They combined performance, luxury, driver focus and, yes, even relative value for money to more convincing effect than any other Continental.

Today's question is: do they still?

Range at a glance

MODELS	POWER	FROM
GTC V8	542bhp	£194,055
GTC V8 S	542bhp	£218,355
GTC V8 Azure	542bhp	£232,955
GTC W12 Speed	650bhp	£241,355
GTC V8 Mulliner Edition	542bhp	£242,755
GTC W12 Mulliner Edition	650bhp	£283,555

TRANSMISSIONS

8-spd dual-clutch automatic ■

Bentley's derivative range revisions for the 2023 model year brought a little extra structure to several of its models, the Continental GTC convertible included.

The new Azure trim level prioritises "comfort and wellness" through special seat designs and interior material themes.

It's telling that both Mulliner Editions of the car are priced above even the Speed model, though. They offer special exterior chrome treatments, polished wheels and extra-lavish cabin materials.

DESIGN AND ENGINEERING

★★★★☆

As of the 2023 model year, you can order your Continental GT coupé or GTC convertible in a broader range of derivative styles. The W12-engined GT and GTC Speed performance versions launched in 2021 survive, but they have been joined by comfort-biased Azure and ultimate-coachbuilt, luxury-flavoured Mulliner variants.

The V8 S is towards the lower end of the model spectrum and perhaps that note of modesty is why it's easy to warm to. It's powered by the same twin-turbocharged 4.0-litre V8 as the entry-level GT, producing the same 542bhp and 568lb ft, and sending torque downstream to the road via the same eight-speed dual-clutch automatic gearbox and clutch-based active four-wheel drive system. The V8 S model simply gets a new active sports exhaust system intended to give greater voice to the Audi-sourced motor. As we'll come to, it does that emphatically well.

The suspension design is fundamentally as a regular GT V8's is, with height-adjustable, adaptively damped three-chamber air suspension sitting above a double-wishbone axle up front and a multi-link one at the rear. The V8 S comes with a new range of alloy wheels of 21in or 22in in diameter, and iron brakes as standard, or larger carbon-ceramics as an option (as fitted to our test car).

All that really separates the model's suspension specification from that of a regular V8 are those new wheels and Bentley Dynamic Ride 48V active anti-roll bars. (Neither the four-wheel steering system of the pricier GT Speed derivative nor its active locking rear differential has been adopted.)

Bentley has opted for more contemporary exterior styling than other GTs offer, with gloss black body trim almost everywhere that you might have found more traditional chrome, as well as a gloss black radiator grille. Dark smoked headlights and tail-lights are standard and painted black rims are among the wheel options.

The GTC V8 S, like other GTCs, gets a double-lined cloth hood that opens and closes electrically in just 19 seconds. Bentley claims the car weighs 170kg more than an equivalent GT coupé, which suggests there are chassis reinforcements as well as the mass of its hood motors to account for. But on our scales, it weighed in at 2295kg: only 16kg heavier than the W12-engined GT Speed we tested in 2021.

INTERIOR

★★★★★

This is a big car with long, heavy passenger doors that stretch well →

Previous-gen GTC had a V8 S from 2014

● Matrix LED headlights are standard fit and have a gloss black trim surround on a GTC V8 S. Jewel-like lamp interior might be a little dainty for some tastes.

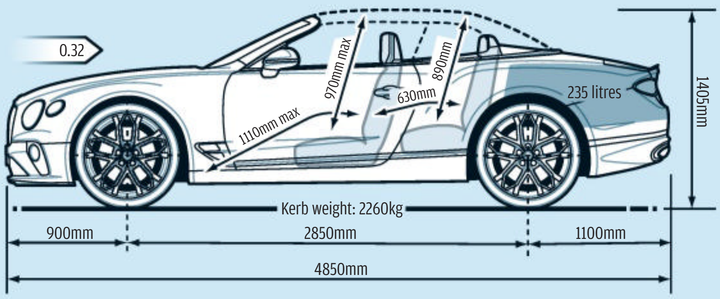
● V8 S wheels range from 21in to 22in in diameter. Brake calipers are painted red for another visual identification mark. Our test car had optional carbon-ceramic brakes (£13,435).

● Double-skinned hood has a foam layer for extra insulation and it folds neatly, quietly and quickly. It has a 19-second cycle time and works at speeds of up to 30mph so you don't need to be stopped at traffic lights before you use it.

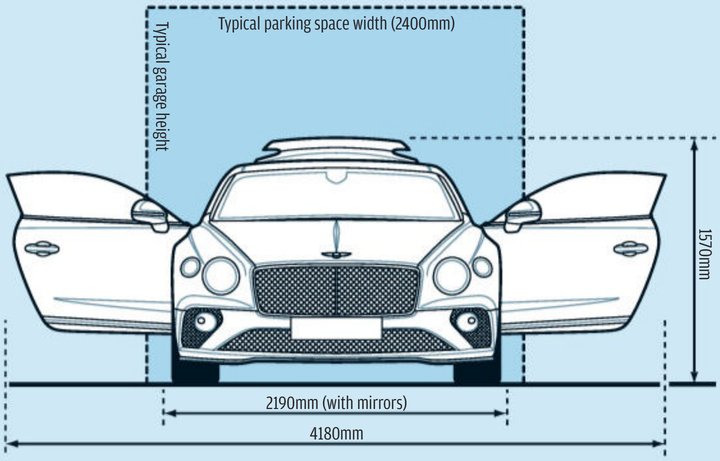
● S badges on the front wings are as discreet as you would expect from Bentley. It's telling that the engine size isn't mentioned on them.

Weights and measures

DIMENSIONS



PARKING

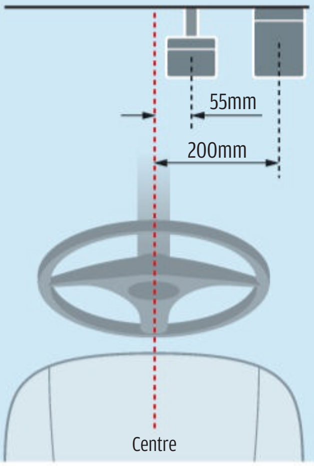


WHEEL AND PEDAL ALIGNMENT

Chromed pedals are large and well located in a roomy footwell that has a broad rest for your left foot. Steering column has generous reach and rake adjustment.

HEADLIGHTS

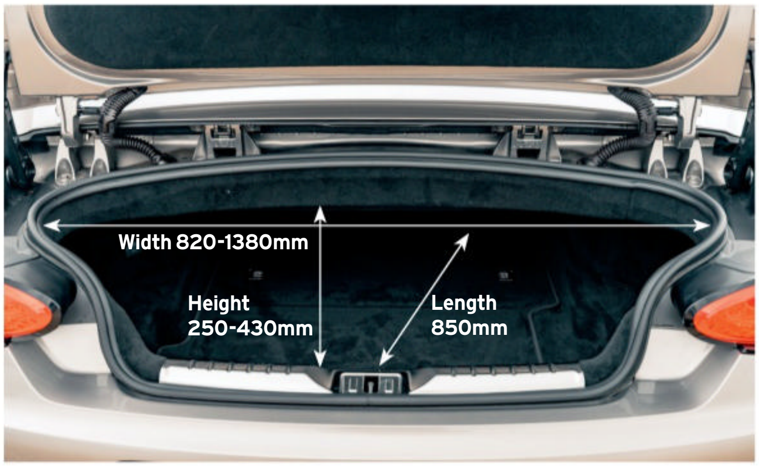
Jewel-like LED matrix headlights are standard fit and have great power and range. Active beam blanking rarely seems to dazzle either oncoming or preceding traffic.



● Special front sports seats have part-Dinamica 'suede' upholstery. They do a great job of supporting and couching but could perhaps be mounted just a little lower.

Typical leg room
630mm

● Back seats are big enough for kids or young teenagers, even with the roof up, or they are useful bag storage when the roof's down and the wind deflector's in place.



● Access to the slightly shallow boot is tight, but you will just about get smaller flight cases in here, with softer bags squeezed in around.

← beyond a 4.0m span when fully opened. (The current Range Rover's equivalent 'door span' is 3.9m.) Even beyond them, everything you interact with feels weighty and solid, engendering that Bentley-typical hefty, uncompromising sumptuousness in every detail.

In the V8 S, fluted front sport seats are upholstered in two-tone leather and Dinamica 'suede', with 'S' emblems stitched into the headrests. The height at which they seat you is typical of Bentley's approach in as much as it's just about low enough, but so easily accessible and comfortable.

Neck warmers, ventilation and massage functions, plus powered adjustable headrests, side bolsters and cushion length elements, were all fitted to our test car as part of the optional Front Seat Comfort Specification (£3275). While it's perhaps a slight liberty to charge extra for such things in a car like this, you can't imagine Crewe builds many cars that don't have them.

There is much digital technology in front of you, counting the 12.3in touchscreen infotainment system, a digital instrument screen and the optional head-up display and night vision system. But Bentley's mastery continues to be how cleverly it's all wrapped and presented, so as not to intrude when you want a simpler and more traditional mood of travel. You'll be surprised how often you feel like rotating away that infotainment screen and admiring the car's extra centrally mounted instruments instead; or else, just more of its lovely open-pore walnut.

The GTC's expensive material feel disappointed none of our testers. Its cool tactile metallised column stalks and centre console switchgear attracted particular praise, really inviting interaction and lifting the cabin ambience comfortably above what you might find from German or Italian premium brands.

For practicality, the GTC is a four-seater. It's perhaps not suitable for four fully grown adults like the old Arnage-based Azure once was, but growing children can certainly enjoy an open-top ride in the back, so long as they're not exposed to the elements for too long. (Shelter and protection are better up front.)

PERFORMANCE

★★★★½

It's long been difficult to explain to a Bentley customer why you might deliberately choose a car with a smaller engine if money's no object and you want the best of the best.

In 2023, attitudes are changing, of course. But the V8 S remains a car that could convince a great many people very quickly that a GT or GTC really is more enjoyable to drive with eight cylinders rather than 12. It's more responsive; more effusive and characterful; more economical (at least, a little); and hardly any slower by any relevant measure.

Our 2018 road test of Bentley's W12-engined, third-gen Continental GT documented a car that weighed precisely the same as this open-top V8 GTC, with a less equal weight distribution. It needed precisely the same 3.6sec to hit 60mph from rest as this test's subject and was only 0.3sec quicker from 30-70mph.

Ultimately, when that 6.0-litre →

● Rotating infotainment display (£4965) reveals three 'bonus' clocks. Analogue outside temperature gauge is our favourite (13deg C: warm enough to drop the roof).

● Bang & Olufsen audio is the lesser of two available premium systems but still costs £5280. There's always the chance that 16 speakers and 1600W will suffice.

● Trim console between the back seats comes apart not for through-loading but to reveal an Allen-key screwdriver, to manually wind the roof closed if needed.

The Time Is Now (Edit)
Moloko
The Time Is Now - Single
0:55
4:32
PLAY
NAV
LIST
MEDIA
SOURCE
PHONE
CAR
CLIMATE

Multimedia system ★★★★½

The GTC V8 S's 12.3in infotainment system is a mark of the completeness of Bentley's modern luxury product execution – and, of course, what it gains from being part of the Volkswagen Group. There is a gulf in sophistication between this and the antiquated Mercedes tech you get in an Aston Martin.

Bentley's system is touchscreen-operated only, and perhaps a little behind some in its voice recognition capabilities. Thankfully, it's very easy to operate, with a column of scrollable menu icons nearest the driver for quick-fire top-level navigation. A cursor on one of the steering wheel spokes wouldn't go amiss. But such is the system's usability that you hardly notice it's missing, and having plenty of physical menu shortcut buttons just below, and separate blower controls, helps too.

Bentley's Bang & Olufsen premium audio system sounded good in the car, if a little over-processed, and perhaps not quite like the full 1600W.

> “It handles like a driver’s car, with enough poise and fluency to savour”

← W12 works up its elastic head of steam, it’s a force to be reckoned with. But – thanks not least to Bentley’s new sports exhaust – the V8 S’s engine has more accessible torque than the W12 and crisper responses, as well as a keener appetite for revs and an abundance of burbling charm.

Find one of this car’s noisier driving modes and you may even wonder if you’ve bought the £220,000 luxury Bentley you were expecting or a TVR Cerbera in disguise. The woofling, mellifluous growl that the car makes can be almost entirely unsilenced in Sport mode, popping gently on the overrun. It’s superbly, unexpectedly forthcoming. Alternatively, it can be demure and restrained instead when you dial up the Comfort driving mode, making the car hardly announce its presence or trouble its occupants at all. Few performance engines have such vocal duality.

On outright performance, you would be very unlikely ever to want more from a luxury convertible than this: a 2.3-tonne, 4.85m-long car that is capable of 100mph in less than nine seconds and always has big performance in reserve. If anything, it feels more ready to respond to roll-on throttle demands than a W12-engined car might.

The GTC’s eight-speed dual-clutch gearbox shifts quickly in manual mode and intuitively enough in ‘D’. But you do need to habitually use Bentley’s ‘S’ transmission mode in order to keep intermediate ratios engaged (the gearbox tends to disconnect the transmission and coast in ‘D’ on a trailing throttle), and to enjoy that engine’s audible drama.

Bentley’s preference for smoothness rather than speed of engagement can also make the gearbox feel just a little bit slow-witted when manoeuvring or just engaging reverse, although it’s hardly a frustration.

The dry-surface braking performance of our test car as tested was compromised a little by the fitment of Pirelli All-Season tyres (a no-cost option), but even with them on it still hauled up from 70mph, with good stability and dive resistance, within 50m.

HANDLING AND STABILITY

★★★★☆

Bentley’s clever active anti-roll control system and its adaptively damped, height-adjustable air suspension add just enough balance and body control for this car to make it enticing to canter along in – and not a shred too much.

This is a car whose added handling dynamism mustn’t harm all-round refinement and ease of use one jot. But, clearly, Bentley’s chassis engineers are becoming increasingly well practised and familiar with the capabilities of both the platform and the chassis technologies they are working with.

Having pushed the GTC’s ‘engine start’ button, you turn its collar to select a drive mode. If you don’t, it defaults to ‘Bentley’ mode, which delivers the luxury-level ride compliance and isolation you would expect of the car, balanced against medium-light steering weight, decently taut body control and enough handling agility to give you an appetite for an interesting road.

So set, the GTC easily keeps control of its mass over bigger lumps and bumps, and while it doesn’t have the purity of chassis balance that a lighter, rear-driven grand tourer might, it handles in accurate and obedient fashion, negotiating even tighter bends without rolling or pushing on.

Sport mode introduces just the merest hint of fidget and bristle into the car’s body control on some

T55 BML
T55 BML

● The V8 S has an injection of extra dynamism but it’s not sufficient to affect the refinement, stability and ease of use that a typical Bentley customer is likely to demand.

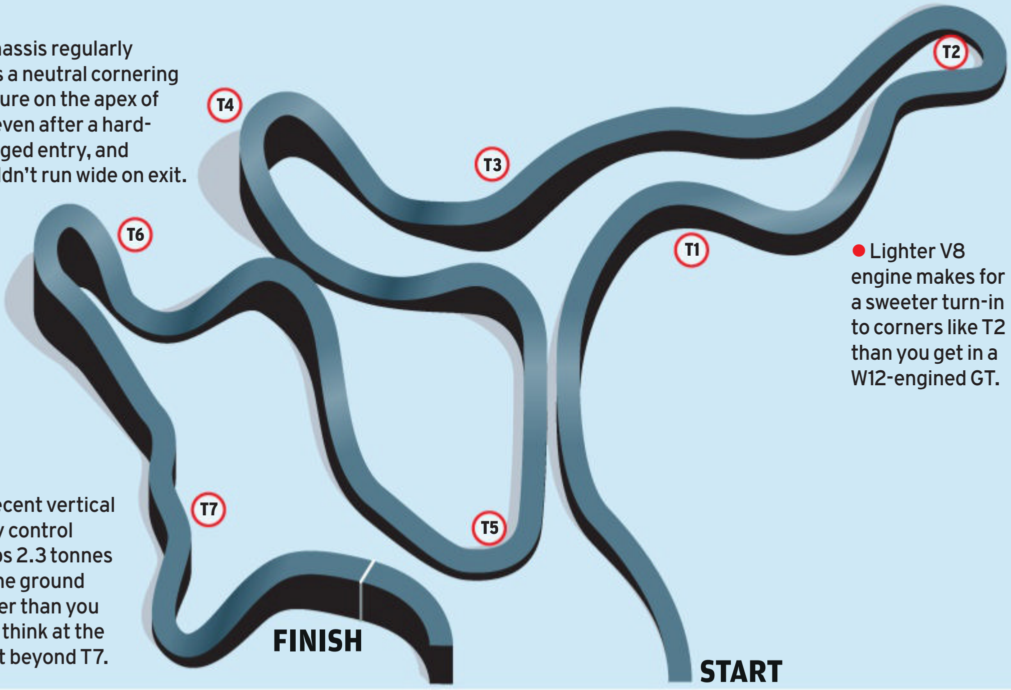
Track notes

Our test car's fitment of Pirelli All-Season tyres made itself plain in the limit handling, but not in any regrettable way. Such a heavy and powerful car could, you might assume, quickly overheat and overwhelm such rubber in the dry.

But in the event, it didn't. The GTC V8 S's slightly reduced grip level proved a positive influence, giving the chassis a little more latitude to express itself around the tighter bends, and teasing quite a playful steady-state cornering balance out.

Using Sport mode and dialling down the stability controls turns the active anti-roll bars to their most aggressive, and they, in turn, manipulate the cornering balance effectively, shifting lateral stiffness from front to rear as the car corners, and letting the chassis rotate keenly.

Bigger angles of power oversteer still aren't the car's speciality but it's easy to get it pointing through a bend, and to keep it tight to a line.



● Chassis regularly finds a neutral cornering posture on the apex of T4, even after a hard-charged entry, and wouldn't run wide on exit.

● Lighter V8 engine makes for a sweeter turn-in to corners like T2 than you get in a W12-engined GT.

● Decent vertical body control keeps 2.3 tonnes on the ground better than you may think at the crest beyond T7.

surfaces, very likely as a result of lowered ride height as much as firmer settings. But on the smoothest country roads, it does deliver a shade more feedback and immediacy into the handling mix.

It's interesting how little jostling you feel like accepting in a car as luxurious as this, though. That's why most testers sought out Bentley's 'Custom' drive mode, through which you can combine maximum extravagance from the exhaust, and the weightiest steering, with a mid-level suspension calibration.

This GTC does handle like a driver's car, with enough handling poise and fluency to savour, and it appeals that little bit more readily and vividly than a W12 GTC might. It still always feels its size and weight, and never shakes off its luxury brief, but in the latter respect, quite tellingly, nor would you want it to.

COMFORT AND ISOLATION

★★★★⯪

Bentley's excellent sports seats are the foundation of everything the GTC does here to make it a car you could happily spend days touring in. A couple of our testers would have appreciated the option to adjust the seat cushion an inch or so lower, to benefit from marginally better wind protection with the roof down.

Even for taller drivers, though, there is only really enough wind to rustle your hair at motorway speeds. With the GTC's side windows up and its wind deflector in place especially (it's an easy two-minute fix and stows neatly in a bag in the boot), the cabin is well sheltered, even at around 70mph.

And with the roof up, while you can certainly hear more of the outside world than you would through aluminium and glass, noise levels remain commendably low. Our meter recorded just 66dBA of cabin noise at 70mph in the GTC V8 S. That's a little more than from the Rolls-Royce Dawn we tested in 2016 but only 1dBA more than in the Continental GT Speed coupé we tested in 2021.

The GTC's chassis' sheer weight gives it apparent integrity and, while you can find rougher surfaces that elicit the faintest shimmy from the steering column, almost no scuttle shake or chassis flex is evident. The car's secondary ride is generally quiet and supple, although the 22in wheels of our test car did occasionally clunk a little over broken asphalt.

BUYING AND OWNING

★★★★☆

The GTC V8 S's price relative to other variants gives it a little of the air of a well-kept secret; and for those who know about the extra it offers to interested drivers, and how little it trades in return, that may be all the value positioning the car needs.

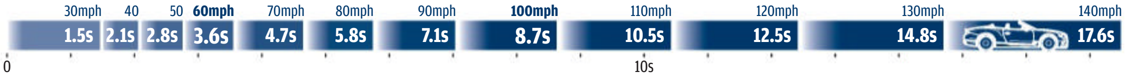
Others perhaps less accustomed to Bentley pricing might wonder what the car does to justify a 20% premium over an equivalent Aston Martin or Mercedes-AMG convertible. If they do, first-hand experience of the car's lavish material ambience is likely to show them pretty plainly where the money's going. Few brands deal so convincingly in luxuriousness, and no matter how much you value the GTC V8 S's sharpened dynamic priorities, you wouldn't be buying a Bentley if you weren't responding to that to a large extent.

The car will return close to 30mpg at a fairly economical motorway pace, making 550-mile cruising possible between fills of the 90-litre tank. Buy a W12 version instead and you will be likely to get only 26mpg, and about 500 miles, based on our wider test results. ➔

ACCELERATION

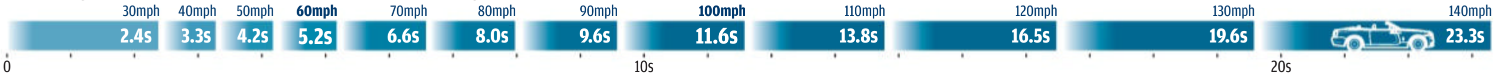
Bentley Continental GTC V8 S (14deg C, dry)

Standing quarter mile 11.9sec at 118.0mph, standing km 21.7sec at 152.6mph, 30-70mph 3.2sec, 30-70mph in fourth 6.8sec



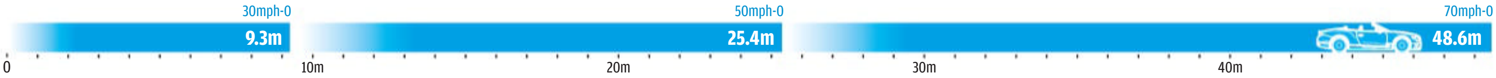
Rolls-Royce Dawn (2016, 15deg C, dry)

Standing quarter mile 13.6sec at 109.3mph, standing km 24.1sec at 142.1mph, 30-70mph 4.2sec, 30-70mph in fourth na

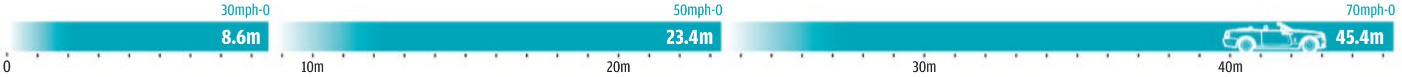


BRAKING 60-0mph: 3.03sec

Bentley Continental GTC V8 S (14deg C, dry)



Rolls-Royce Dawn (2016, 15deg C, dry)



Data log

BENTLEY CONTINENTAL GTC V8 S

On-the-road price	£218,355
Price as tested	£251,920
Value after 3yrs/36k miles	£134,300
Contract hire pcm	na
Cost per mile	£2.95
Insurance	50/£1195

TYPICAL PCP QUOTE

3 years/18,000 miles, 25% deposit £2012

Bentley couldn't provide a typical PCP quote for this test, so this is Magnitude Finance's best offer via its Hire Purchase with Balloon Payment scheme. The 11% APR interest rate is high, though, and the £140k balloon payment is unlikely to leave much value in the deal.

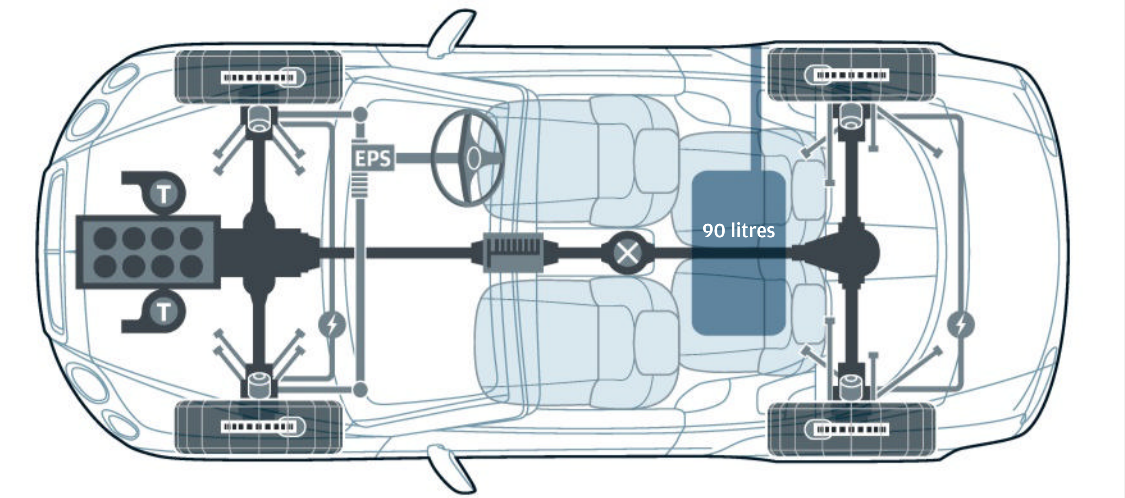
EQUIPMENT CHECKLIST

Duo-tone leather cabin, Burnt Oak with Saddle accents	■
LED matrix headlights	■
12.3in touchscreen infotainment with HHD navigation, Bluetooth and wi-fi streaming, Apple CarPlay	■
Heated steering wheel	■
S emblems (seats, fascia, kickplates)	■
Pale Brodgar paintwork with Blackline Specification trim	**nco**
22in Satin Brodgar alloy wheels	**nco**
Carbon-ceramic brakes	**£13,435**
Touring Specification (including head-up display, night vision camera, adaptive cruise control, lane assist)	**£6610**
Bang & Olufsen premium audio	**£5280**
Bentley Rotating Display	**£4965**
Front Seat Comfort Specification (including neck warmers, power headrests, adjustable cushion length, massagers)	**£3275**

Options in **bold** fitted to test car

■ = Standard na = not available

nco = no-cost option



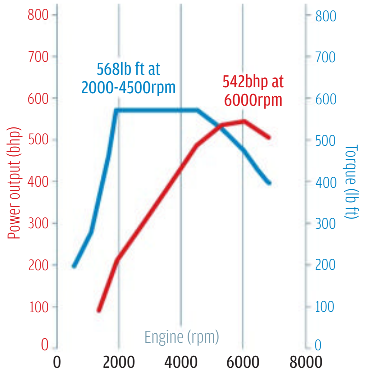
TECHNICAL LAYOUT

Continental GT, GTC and Flying Spur continue to share the VW Group's MSB platform, as also used by the Porsche Panamera. Its longways V8 engine sits almost entirely behind the front axle line, with a front-mounted dual-clutch automatic gearbox bolted immediately behind. Multi-chamber air suspension is fitted as standard. The test car's weight was distributed 52% front and 48% rear.

ENGINE

Installation	Front, longitudinal, four-wheel drive
Type	V8, 3996cc, twin-turbocharged, petrol
Made of	Aluminium block and head
Bore/stroke	84.5mm/89.0mm
Compression ratio	10.0:1
Valve gear	4 per cyl
Power	542bhp at 6000rpm
Torque	568lb ft at 2000-4500rpm
Redline	6600rpm
Power to weight	240bhp per tonne
Torque to weight	251lb ft per tonne
Specific output	136bhp per litre

POWER & TORQUE



ECONOMY

TEST MPG	**Track**	10.2mpg
	Touring	29.1mpg
	Average	20.9mpg
CLAIMED	**Low**	20.2mpg
	Mid	21.7mpg
	High	26.4mpg
	Extra high	25.9mpg
	Combined	22.6mpg
	Tank size	90 litres
	Test range	414 miles

EMISSIONS & TAX

CO_2 emissions	284g/km
Tax at 20/40% pcm	na

CHASSIS & BODY

Construction	Steel/aluminium monocoque, aluminium/composite body
Weight/as tested	2260kg/2295kg
Drag coefficient	0.32
Wheels	9.0Jx22in (f), 10.5Jx22in (r)
Tyres	275/35 R22 104W M+S (f), 315/30 R22 107W M+S (r), Pirelli All-Season
Spare	None (mobility foam)

TRANSMISSION

Type 8-spd dual-clutch automatic

Ratios/mph per 1000rpm

1st 5.97/4.7 **2nd** 3.24/8.6 **3rd** 2.08/13.4

4th 1.42/19.7 **5th** 1.05/26.6 **6th** 0.84/33.3

7th 0.68/41.1 **8th** 0.54/51.8

Final drive ratio 3.13:1

BRAKES

Front 440mm ventilated carbon-ceramic discs

Rear 410mm ventilated carbon-ceramic discs

Anti-lock Standard, with EBA, EBD

Handbrake type Automatic, switch

Handbrake location Right of centre console

SAFETY

ABS, ESC, Bentley Safeguard AEB, LKA

Euro NCAP crash rating Not tested

SUSPENSION

Front Double wishbones, air springs, active anti-roll bars

Rear Multi-link, air springs, active anti-roll bars

STEERING

Type Electromechanical, rack and pinion

Turns lock to lock 2.5

Turning circle 10.7m

CABIN NOISE

Idle 47dBA **Max rpm in 3rd gear** 75dBA

30mph 57dBA **50mph** 63dBA **70mph** 66dBA

ACCELERATION

MPH	TIME (sec)
0-30	1.5
0-40	2.1
0-50	2.8
0-60	3.6
0-70	4.7
0-80	5.8
0-90	7.1
0-100	8.7
0-110	10.5
0-120	12.5
0-130	14.8
0-140	17.6
0-150	20.8
0-160	25.8

ACCELERATION IN GEAR

mph	2nd	3rd	4th	5th	6th	7th	8th
20-40	1.6	2.9	8.0	-	-	-	-
30-50	1.4	2.2	3.9	7.1	-	-	-
40-60	1.6	2.0	3.0	5.1	8.9	-	-
50-70	-	2.0	2.9	4.1	6.6	12.3	-
60-80	-	2.2	2.9	3.9	5.4	9.6	21.4
70-90	-	-	2.9	4.1	5.2	7.7	17.7
80-100	-	-	3.1	4.2	5.4	7.2	-
90-110	-	-	3.4	4.3	5.8	7.5	-
100-120	-	-	3.7	4.5	6.2	8.2	-
110-130	-	-	-	4.9	6.5	-	-
120-140	-	-	-	5.5	-	-	-
130-150	-	-	-	6.2	-	-	-
140-160	-	-	-	-	-	-	-
150-170	-	-	-	-	-	-	-

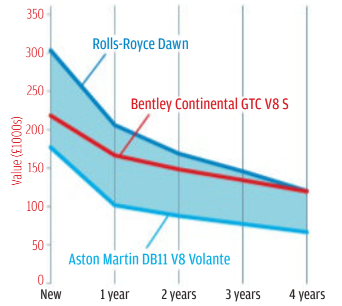
MAX SPEEDS IN GEAR

1	**31mph** 6600rpm
2	**57mph** 6600rpm
3	**89mph** 6600rpm
4	**130mph** 6600rpm
5	**176mph** 6600rpm
6	**198mph** 5945rpm
7	**198mph** 4813rpm
8	**198mph*** 3822rpm

* claimed

RPM in 8th at 70/80mph = 1351/1544

RESIDUALS



● Conti may be pricier but it is forecast to cost less in depreciation over three years than its cheaper Aston rival.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2023, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Continental GTC, contact Bentley Motors Ltd Customer Services, Pyms Lane, Crewe, Cheshire, CW1 3PL (01270 653653, bentleymotors.com). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST No 5620

Read all of our road tests autocar.co.uk

VERDICT

★★★★½

Sporty V8 execution adds vivacity to a car that makes you feel good

The Bentley Continental GTC V8 S is the kind of car that's slowly being forgotten about by some players in the luxury car market – because it's not electric, not an SUV, or simply not something different or disruptive.

More fool them. This car is a wonderful reminder of so many things that a lottery-win dream car ought to do well – and nothing more important than simply making you feel good. If convertible motoring is about making ordinary journeys vividly enjoyable, this luxury convertible may be considered better than any other series-production Bentley. Like other convertibles, it opens up the senses and brings the outside world in. And yet the world it seats you in is so enticing and the view out so special that it's hard to believe, at times, that anyone would want any other kind of luxury grand tourer.

Bentley's sporting chassis tuning and its liberal dollop of V8 noise create all the driver appeal that the car really needs – and if its hefty, luxury-first agenda seems excessive, it's as well to remember that true luxury is that way by definition. Question is: what kind of excess do you like best? If it's Bentley's kind, we wouldn't blame you for a second.

Testers' notes

MATT SAUNDERS
It's often said that the rich don't get that way by chance: they recognise at least relative value where they find it. The GTC V8 S is the kind of Bentley that makes you question the sense in spending more. That's why it appeals to me.

RICHARD LANE
Bentley's three-sided rotating display means, by definition, that the grain of the walnut trim on the dashboard can't be perfectly mirror-matched to both veneered sides. I'd bet there are good people in Cheshire who lose sleep over that.

Spec advice

Bentley's own 'furnace' configurator inspiration is a good starting point – Orange Flame paint with Newmarket Tan leather. Add two-tone 21in wheels, Touring and Front Seat Comfort specifications, and Naim audio.

Jobs for the facelift

- Lower those front seats just a little to keep the wind from your fringe.
- Refine that final bit of manoeuvring hesitancy out of the dual-clutch gearbox.
- Fit the eLSD from the GT Speed for that final hit of Sport mode driver appeal.

ROAD TEST RIVALS

Verdicts on every new car, p68

1

2

3

	BENTLEY CONTINENTAL GTC V8 S	**MERCEDES-AMG SL 63 4MATIC+ PERFORMANCE**	**ASTON MARTIN DB11 V8 VOLANTE**	**ROLLS-ROYCE DAWN BLACK BADGE**	**FERRARI ROMA SPIDER**
	A sharper edge for an intoxicating Bentley convertible with more effusive charm than most. Genial, luxurious, lovely.	Nothing like as refined or luxurious as the Bentley, but has the V8 chutzpah all right. Less laid back than SLs once were.	There's still a great engine and a likeable chassis here, albeit in a package that's showing its age in other areas. New version soon.	Never had the dynamism of the Wraith coupé. This end-of-the-line special might remedy that. We hope to drive it soon.	Replacement for Maranello's Portofino M has Roma's chiselled good looks, and plenty of pace and agility in principle. Another one we will drive later this year.
	★★★★½	★★★★☆	★★★½☆		
Price	£218,355	£176,860	£177,055	£345,255	£200,000 (est)
Power, torque	542bhp, 568lb ft	577bhp, 590lb ft	528bhp, 498lb ft	593bhp, 620lb ft	612bhp, 561lb ft
0-62mph, top speed	4.1sec, 198mph	3.6sec, 196mph	4.1sec, 192mph	5.0sec, 155mph	3.4sec, 199mph
CO_2, economy	284g/km, 22.6mpg	297g/km, 21.4mpg	257g/km, 25.0mpg	380g/km, 16.8mpg	na

OUR CARS

FEATURED THIS WEEK

FORD FOCUS ESTATE

FORD MUSTANG MACH-E

RENAULT MEGANE

SSANGYONG KORANDO

VAUXHALL ASTRA

VOLKSWAGEN MULTIVAN

Economy was adequate, at 2.4mpkWh

FORD MUSTANG MACH-E

Ford's first electric car didn't exactly hit the ground running with us. Still, it's not how you start but how you finish, right?

FINAL REPORT **MILEAGE** 18,301

WHY WE RAN IT

To see if an electric SUV is worthy of the Mustang name and, more importantly, if it augurs well for Ford's future

I have driven worse cars than the Ford Mustang Mach-E that I started out with, but I honestly can't think of one that has been more disappointing.

My expectations of Fords have been set by learning to drive in one (Fiesta), spending years driving them for work (a succession of Focuses) and even being part of the What Car? team handing them Car of the Year gongs (Puma).

The beauty of them all was that they made ride and handling relevant to the mass market. Many buyers may not have even recognised it, but from car to car, generation to generation, they almost always nailed the balance. Where rivals pitched, rolled and felt disconnected from the road, Fords were a cut above.

The first, pre-facelift Mach-E I drove for almost a year trashed that reputation. A lot of the time it was okay, but present it with a bump and it would pitch and reverberate. Present it with a series of bumps and your head would toss around like the dog in the Churchill car insurance advert. Oh no!

I wrote about this a lot, for which I apologise. I want to be upfront now as I simply couldn't get over it, and even when I was feeling more disposed to positive thoughts, of which more later, it would come back to cloud my view.

Why was it like this? Ford arranged a call with the head of its European dynamics team, who – to their immense credit – was very open. The seed of the problem could be linked all the way back to the decision to give this first mainstream electric car (arguably) the most iconic name in the firm's locker: Mustang. With that came expectations that the car would have a playful, wild side, and compromises crept in.

So 2022's model-year updates were far more than a new bumper and a bit more chrome. As well as some efficiency upgrades, a new suspension set-up was introduced, which we were given the chance to evaluate when a replacement test car joined our long-term fleet earlier this year. Thankfully, I didn't have to drive far to understand that the Mach-E is now better suited to everyday use, although I'd still deem its control as being there or thereabouts as opposed to spot on. But at least the issue is no longer front of mind on every journey.

So, to the positives, because there are many – enough to make the Mach-E the world's third-best-selling EV at points of last year,

Big screen got your attention but its 'fun' extras were limited

Family-friendly boot was used to the max on holiday

Facelifted EV rode so much better than our original test car

> Hopefully, the swift adjustments are proof that Ford knows it must do better

SECOND OPINION

This is a proper Ford, well judged for its size and styling, that makes sensible use of a great name to get a strong-selling EV onto Ford's books just when it needs one. My only beef (still) concerns the ride quality. It's better than it was but nowhere near the class of the Euro Fords we have so admired. **SC**

and for the cumulative total to be bearing down now on a quarter of a million sales. Hopefully, the swift adjustments are proof that Ford knows it must do better if it isn't to remain a laggard in the race to electrification.

No question, the Mustang has a 'wow' factor: from its unfamiliar badge that made people stare and enquire further, and its slightly odd key code numbers on the doors, which allow keyless locking and unlocking, to what must be its centrepiece, the giant infotainment screen that dominates the cabin.

Enough to give it a whiff of Tesla magic? Certainly a sprinkling, as all three are great ways to change perceptions of a car company that has done things to a formula for 120 years. The standout has to be that central screen, the scale of which was great for fat-fingered stabbing while on the move. My only disappointment was that nobody seemed to have run with the idea and provided a few functions with some depth and humour. Being able to scribble colour drawings and play noughts and crosses filled a few minutes but reminded me more of home computing in the 1990s than anything cutting-edge.

The Mach-E was also scaled nicely for family outings. So it should be, given its size and price, you might argue, but as our kids have become teenagers, such things can no longer be taken for granted. The acid test was a two-week trip to and around Norfolk, completed with ease, albeit with having to use (for the only time) the handy 'frunk' to squeeze all our luggage in. (We did take half our house, plus bodyboards and a paddleboard...)

If you believe all the doom-mongering headlines, that should have been a charging nightmare, but the reality was it was as simple as it gets. The Mach-E's efficiency is okay, at about 2.4mpkWh, but getting around was a doddle thanks to the ease of quick fills at Gridserve's then relatively new high-speed hub near Norwich, plus a quartet of chargers in Cromer, the town where we stayed, that we could plug into every night. I'll get caught out one day, but so far forward planning has always worked out well for me.

So not even the Mach-E's shortcomings can dim my positive feelings for EVs. I just hope Ford understands that if it wants to shine as brightly in the future as it has the past, it must seriously up its game.

JIM HOLDER

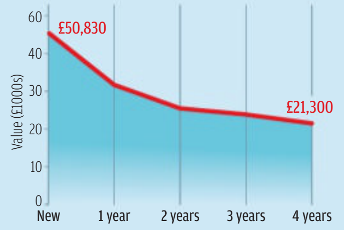
TEST DATA

FORD MUSTANG MACH-E STANDARD RANGE RWD

MILEAGE	
At start	8146
At end	18,301
PRICES	
List price new	£42,530
List price now	£50,830
Price as tested	£42,530
OPTIONS	
None	
ECONOMY AND RANGE	
Claimed range	273 miles
Battery capacity	75.7/68kWh (total/usable)
Test best	3.0mpkWh
Test worst	1.8mpkWh
Test average	2.4mpkWh
Real-world range	201 miles
Max charge rate	115kW
TECH HIGHLIGHTS	
0-62mph	6.9sec
Top speed	112mph
Engine	Synchronous motor
Max power	266bhp
Max torque	317lb ft
Gearbox	1-spd reduction gear, RWD
Boot	402 litres
Wheels	7.0Jx18in
Tyres	225/60 R18
Kerb weight	1894kg
SERVICE AND RUNNING COSTS	
Contract hire rate	£677 pcm
CO_2	0g/km
Service costs	None
Other costs	None
Electricity costs	£1480.93
Running costs inc fuel	£1480.93
Cost per mile	15 pence
Faults	None

DEPRECIATION

2022-model-year car



PREVIOUS REPORTS

22 Jun 2022, 6 Jul, 13 Jul, 27 Jul, 17 Aug, 24 Aug, 7 Sep, 14 Sep, 21 Sep, 28 Sep, 12 Oct, 19 Oct, 26 Oct, 2 Nov, 9 Nov, 23 Nov, 21/28 Dec, 25 Jan 2023, 8 Feb, 22 Feb, 1 Mar, 15 Mar, 29 Mar

OWN ONE? SHARE YOUR EXPERIENCE
jim.holder@haymarket.com

LOVE IT

ANOTHER LEVEL

You sit high in the Mustang Mach-E, in comfy chairs and a well-appointed interior.

SCREEN TIME

At 15.5in, it dominates the interior and was a boost for my middle-aged eyes.

PUSH TO PASS

Call me mean, but watching people figure out how to open a door was fun.

LOATHE IT

SEND IT BACK

The parcel shelf is in fact a bit of cloth suspended on string. It broke on first acquaintance.

BUMP STOP

It's a concern only for used buyers now, but you'll have gathered the ride was (at times) terrible.

FORD FOCUS ESTATE

Are advanced driver assistance systems truly advanced and do they actually assist?

MILEAGE 12,911

WHY WE'RE RUNNING IT
To crystallise our opinion of what we're all going to lose when the Focus retires

As is usually the way with current cars, my Focus has a raft of driver assistance and active features. They are the sort of thing that sounds good on paper and are now quite important for cars to get a good score from safety watchdog Euro NCAP but can get mightily annoying if the systems don't work flawlessly. Frustratingly, you might not even notice any issues with them on a test drive, but they will drive you mad over the months and years of your ownership.

The Dacia Jogger I ran last year got a dangerous-sounding one star from NCAP because it doesn't have lane keeping assist and its automatic emergency braking system lacks pedestrian and cyclist detection. Also, the rearmost seats – which I never used – didn't have seatbelt warnings. My new Focus has the full five stars but was tested before NCAP's latest rule change on driver assistance features, so it's anyone's guess how the two really compare.

Head-up display is useful; lights have a mind of their own sometimes

However, I can conclude that the Ford is marginally more annoying than the Jogger. In particular, the collision avoidance system is far too easily spooked. It has never actually slammed on the brakes, but most journeys are marred by at least one ominous warning that I'm about to have an accident. Safe to say, I never am. It mostly gets set off when I pass a car that is turning right but that the system must think is stationary.

Being a high-spec version, my car also has matrix LED headlights, which are useful most of the time because they will light up the verge without dazzling oncoming traffic. They're not perfect, though, and will blind those in approaching vehicles if you leave the automatic function activated on the motorway.

The problem with such smart systems is that when they get brain fade, there's not much you can do. Recently, the lights decided to only light up the road about five metres in front of the car, which isn't very helpful. The owner's manual, which is now included in the infotainment system rather than as a booklet in the glovebox, suggested changing the headlight aim on the physical button… which my car doesn't have.

An owners' forum said you can manually adjust the headlights under the bonnet, so I did. That fixed it, but a few days later the smart headlights came to their senses, but overcorrected, making the aim too high.

On to the more useful stuff. There is blindspot monitoring, which will illuminate a light in the door mirror if there is a vehicle in the adjacent lane, and intervene if you then proceed to make a lane change. The rear cross-traffic alert will warn you when vehicles are coming from the side while you are reversing. Neither of them is intrusive and I can see how they could come in useful in certain situations. The Focus's lane keeping assist also isn't intrusive, like so many are. When you stray over a road marking, it just vibrates the steering wheel rather than fighting you for control.

The car also has adaptive cruise control. I don't use it because I just can't get comfortable with the car taking over the throttle so I stick with the speed limiter instead. However, the road testers tell me Ford's system works better than most, anticipating quite well and controlling the throttle and brake smoothly. It also lets you switch to standard (non-adaptive) cruise, something not that many cars offer.

My Focus has automatic parking too. I tried it out and it did an okay job, but I could have done it much more quickly and neatly myself, so it's hard to see the point. And that's the crux of these systems: usually, a half-decent driver can do it better, so instead of the systems keeping an eye out, you're babysitting the tech. Thankfully, in the case of the latest Focus, they're optional, switchable or reasonably well resolved.

LUC LACEY

LOVE IT

SPEED WATCH
The head-up display is projected onto a little pop-up screen. It's not especially fancy, but I like it for keeping an eye on my speed.

LOATHE IT

PAIN IN THE NECK
It's not as bad as in the Jogger, but the Focus's headrests sit quite far forwards, which puts my neck in a slightly uncomfortable position.

TEST DATA

FORD FOCUS ESTATE 1.0 ECOBOOST 155 MHEV ACTIVE X POWERSHIFT
Price £33,810 **Price as tested** £37,410
Faults None **Expenses** None
Economy 48.9mpg **Last seen** 12.4.23

OWN ONE? SHARE YOUR EXPERIENCE
luc.lacey@haymarket.com

IKEA
RJ72 CCE

SSANGYONG KORANDO E-MOTION

We got far more than we expected on a trip to Ikea

MILEAGE 2244

WHY WE'RE RUNNING IT

To see if Ssangyong's first EV can stand out among a slew of reputable rivals – and show that the firm has a future

My first week of living in London has been full of ups and downs. Quite literally, in fact, as I've moved to one of the capital's most hilly areas, which is testing for my Korando E-Motion in several ways.

I find the Ssangyong EV really rather pleasant to drive in the city. The ride isn't the plushest in the class, but it's quiet, driving at slow speeds is an effortless task and, despite its size, it never feels too big to squeeze past an oncoming bus or during a quick parallel park.

The most comfortable method of driving the Korando is switching it into Eco mode (or Eco Plus, if I'm feeling extra stingy), which improves efficiency and places a soft limit on the crossover's top speed of 55mph, and engaging level-two regenerative braking.

It's not quite a one-pedal-driving situation, but it's definitely handy for saving a bit of energy in stop-start traffic.

LOVE IT

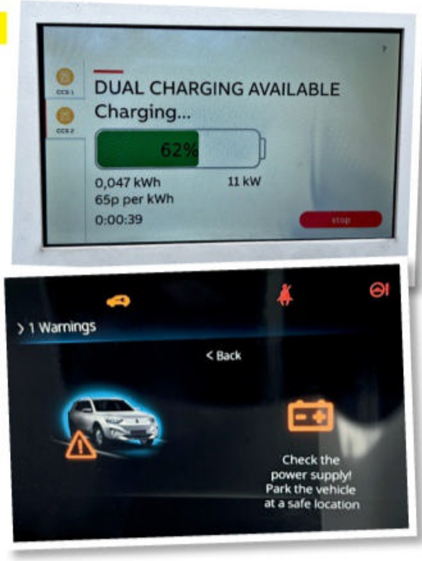
HOT AND COLD

The front seats are both heated and ventilated, meaning I can warm up on a chilly evening or cool down after a game of football.

LOATHE IT

ABSOLUTE PAIN

The radio has a mind of its own, changing between stations almost at random without any driver input.



DUAL CHARGING AVAILABLE
Charging...
62%
0,047 kWh 11 kW
65p per kWh
0:00:39

> 1 Warnings

Check the power supply! Park the vehicle at a safe location

Neither display fills an EV driver with joy

So, most things seem positive. Well, then let me tell you about a recent trip to Ikea Wembley, where our honeymoon period came to an abrupt end.

With three empty Gridserve chargers at my disposal, all with an output of 50kW, I had the pick of the lot. I smugly plugged in and went on my way, hoping the dismal 11kW charging rate displayed on the screen would improve as the Korando's battery warmed up.

An hour or so later (perhaps a record for rounding that shop), I came back to find that the battery had gained only around 30 miles' worth of energy. And when I then unplugged it, I was presented with an error message on the dashboard stating there was an issue with the power supply and it was unable to shift into drive or reverse.

I had seen this message before, but a restart solved the problem. Not today. After five minutes of deliberating, a grumpy van driver tapped on my window, saying he had been waiting an hour for a charger and asking me to leave.

Luckily, I was able to shift into neutral, and I pushed the Korando out of the way so he could charge his Maxus eDeliver 3 and get out of the way of other miffed EV drivers.

After a call with Ssangyong, who asked me to disconnect the battery (which I was unable to do, because I had no tools with me), I called for assistance. The RAC didn't arrive for another three hours after this debacle, meaning I sat in the Ikea car park for six hours in total.

It turned out it was an issue with the charging flap, according to my saviour dressed in orange, which was fixed after some fiddling around under the bonnet.

The flap now doesn't quite close properly, so I will have to keep an eye on it and hope the problem doesn't occur again.

I haven't had any troubles since, but it was a huge inconvenience to myself and to my fellow EV drivers. Not only that but I was also charged £9.43 for the privilege – and for a measly 14kWh top-up.

But hey, at least I'm stocked up on rugs, curtains and Djungelskogs.

JACK WARRICK

TEST DATA

SSANGYONG KORANDO E-MOTION ULTIMATE

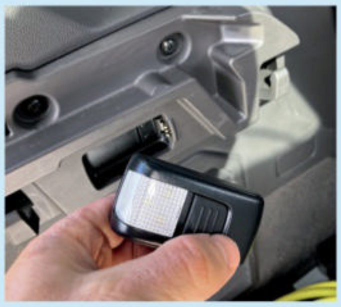
Price £38,695 **Price as tested** £38,695
Faults Charging failure **Expenses** None
Range 173 miles **Economy** 3.1mpkWh
Last seen 12.4.23

OWN ONE? SHARE YOUR EXPERIENCE
jack.warrick@haymarket.com

Renault Mégane E-Tech

MILEAGE 3942 **LAST SEEN** 5.4.23

There are features of the Mégane that make me wonder how much real-world testing it went through. Such as the way I catch my hip on a protruding bit of trim every time I get in. Or the way the boot gets caked in muck around the release (which has no overhanging lip to shield it), so you end up inadvertently cleaning it with your hand and sleeve every time you open it. **AC**



Volkswagen Multivan

MILEAGE 18,065 **LAST SEEN** 5.4.23

I think they used to call this sort of thing 'surprise and delight'. On an array of hooks and latches where the luggage cover goes, there are lamps. The nearside one can be removed. Do so and the LEDs that illuminate the cabin turn off and a forward-facing one lights up as it becomes a very small but reasonably powerful torch. Very lifestyle. Very useful. **MP**

Vauxhall Astra

MILEAGE 8451 **LAST SEEN** 5.4.23

Returning to the Astra after a stint in another car is always an interesting test. This time, I've instantly enjoyed the meaty steering and firm but flat ride, but I'm noticing the thickness of its A-pillars in a way I hadn't before. You need to carefully look around those tree trunks. Early on, I wasn't thorough enough and nearly did a mischief at a familiar junction. **SC**

YOUR VIEWS

WRITE TO
autocar@haymarket.com

Priced out of driving

I've read with particular interest about the rising cost of new cars, the industry-wide push towards luxury, the lifespan of electric cars and Ford's decision to stop making the Fiesta and other affordable cars.

It goes against Ford's everyman ethos, from the Model T onwards, and doesn't bode well for us second-, third- or fourth-hand buyers, who have very little budget and buy a car knowing we will be its last owner.

If the industry keeps going the way it is, many people may well be priced off the road. There are of course many aspects to this, but it seems to me very wrong that car ownership is heading towards being out of reach for those of us with less money who desperately need one.

The UK government seems to have no interest in this issue, nor sadly does the car industry.

All of which got me thinking about how this may be avoided. Surely there's a need for a pared-down, basic car brand that's able to keep people on the road by cutting the bloat and costly features with which cars are laden and offering a sparse but safe and reliable car? Like Dacia yet more affordable.

It may not be a particularly attractive prospect to some, but if it were the difference between being on the road or not, I'd do without most non-essential features: air-con, electric windows etc.

Will the industry ever offer such a car? Will any of the makers take up the challenge? Is it even possible with regulations being as they are?

Jonathan Evans
Via email

As appealing an idea as this new brand is in the current climate, Dacias are as 'basic' as cars can be within EU and UK regulations. Cheaper cars also don't seem possible, considering the long-term amortisation and economies of scale on which Dacia capitalises – KC

LETTER OF THE WEEK

WIN
Letter of the week wins this ValetPRO exterior protection and maintenance kit worth £48

I can't find my size

I'm finding it increasingly difficult to understand which segment cars fit into. Gone are the years when a car was simply VW Golf or VW Polo. With the advent of electric cars, it has become much harder to work out exactly where a car sits in terms of size and interior space. Add to that manufacturers' rather loose approach to naming, which appears to have more to do with marketing than the actual size or car segment.

I recently tried the Hyundai Kona Electric as a potential replacement for our current Ford Focus, only to immediately realise that it provides significantly less space and actually is comparable in size to the Fiesta.

On a separate note, I noticed the Subaru Solterra's performance was described as "adequate for a mid-sized family car in 2023" (road test, 15 March). I'm not sure when 0-60mph in 6.7sec became "adequate". That still feels like quite a high-performance car in my world!

Robert Grigsby
Via email

This blurring of lines between segments is happening with ICE cars, too – KC

In a negative light

More and more cars are appearing with light bars stretching right across their large rear ends. In 1983 these would have looked cool, but now they're not only intensely irritating (pun intended) to people behind but also make the car look like a breakdown truck. They're nearly as bad as those animated-worm indicators, which should be made illegal.

LEDs gave the manufacturers great flexibility, but all they've done is dazzle and annoy with ridiculous designs. Does a car really need eight headlights? I thought it was only legal to have two anyway.

Lastly, can we have a height limit on headlights? They shouldn't be as high as my rear-view mirror.

Peter Slegg
Via email

LED designs are out of hand, says Peter

GLE warning

I leased a new Mercedes-Benz GLE 400d last September and have found it seriously wanting in a few areas.

One, wet-weather handling. It's atrocious on the standard Pirelli tyres, with huge side-stepping and aquaplaning. So much so that I spent £2000 of my own money to get something that stands a better chance (these Continentals are only slightly better, however).

Two, slow-speed manoeuvring. At any speed lower than 5mph, the front differential is wound so tight that the GLE hops, skips, graunches, bumps and jumps in a manner that I haven't felt since driving my old Series Land Rovers.

Not the best brightwork for Mr Bright...

Three, snow driving. The above issues combined with the traction set-up meant it was about as much use as a chocolate fireguard.

Why am I telling you this? Partly to vent, but mainly because I raised these issues with Mercedes directly, and I couldn't believe its answer.

It refused to comment on the wet-weather behaviour. I've driven some very expensive and some very mundane cars, yet I haven't come across something quite so bad in this regard. My wife now refuses to drive the GLE when it's wet out.

Apparently, the slow-speed hopping is a design characteristic that I should be very happy to live with after parting with £80,000.

And this final statement I found laughable: this rugged 4x4 SUV isn't designed to be used in snow. Yes, the manufacturer is telling me not to drive in snow. Are the various UK insurance companies aware of this?

There's little Autocar can do for me, but I'm sure there are many out there who might be considering the GLE, and I'm hopeful that this letter will save at least a few of them.

Simon Gillett
Cornwall

Praise for Pirelli

After publication of my letter about cracking Pirelli tyres (22 February), Pirelli contacted me on 17 March. They were very helpful with my issue. It would appear that my email

to Pirelli was missed. Even though I didn't takes photographs or keep the tyres for inspection, they gave me a very good gesture of goodwill.

Allan Parker
Via email

Colour me stunned

I took delivery of my new Range Rover Sport recently and was quite surprised to see its rear. I presume it's not just semiconductors that Jaguar Land Rover is running short of but grey lettering too!

Mark Bright
Dorking, Surrey

Tyre mystery

Our Mercedes-Benz C63 AMG (W204) weighs 1810kg and delivers 493bhp through its rear wheels. We get 22-28mpg, so take that as not driving ridiculously hard, and those tyres last 6000 miles at the rear and 12,000 at the front. Non-factory-approved Yokohamas last 15% longer (and are quieter and work better in the wet).

Our Polestar 2 weighs nearer 2300kg and has 408bhp and 4WD. I don't stint in using its performance. At 15,000 miles, its Polestar-specific Michelin Primacy 5 tyres are only 45% worn. I predict 30,000 miles at the rear and 32,000 at the front.

It really hasn't been the outcome expected – that the heaviest of the many cars we've owned should be almost the best ever for tyre life.

Are the Pirellis too soft for their own good? Are the Michelins exceptionally good? Does 4WD make the difference? Are Polestar engineers at the top of their game on suspension design?

Neil Osborn
Via email

The C63 probably has P Zeros, which are performance tyres. Primacys are everyday tyres so are likely to have lesser grip. The 4WD of the Polestar and EV torque delivery will mask that under acceleration. 4WD is generally better than RWD for the rear tyres but worse for the fronts. The Polestar's tyres will be harder, because rolling resistance is absolutely key to the efficiency of EVs. All this means the soft Pirellis (or Yokohamas) will wear more quickly. I also imagine sidewall stiffness and recommended inflation pressures give the C63 bigger contact patches, a minor factor. But also, yes, probably Michelin is the world's best tyre maker – MP

There are many factors to consider when choosing tyres

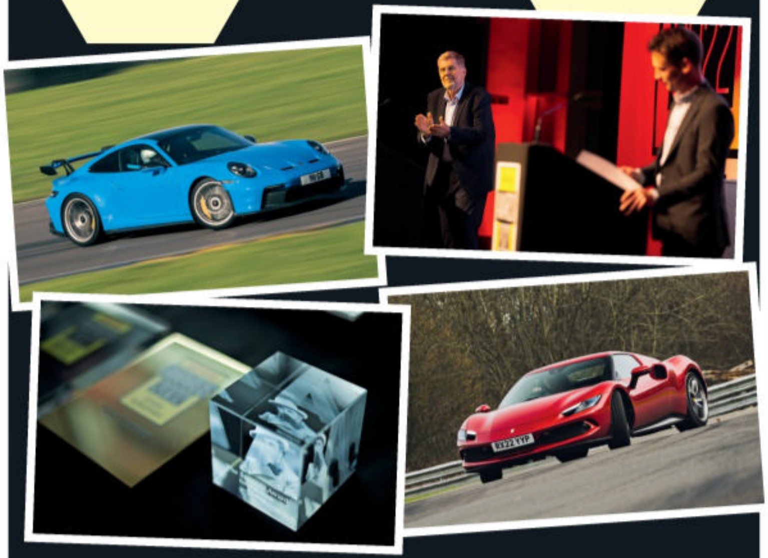
GREAT REASONS TO BUY

NEXT WEEK'S ISSUE

ON SALE 26 APRIL

SPECIAL ISSUE

AUTOCAR
AWARDS
2023



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We celebrate the very best cars of the past 12 months and the incredible people who created them

EVERY WEEK

ROAD TEST

DS 7 E-Tense

Is electrification blowing a second wind for the big French car?

OUR CARS

BMW iX

There are lots of things we will miss about this EV, even despite its looks

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SUZUKI SC100

HERE'S LOOKING AT YOU, KID

Buying a 'Whizzkid' is the beginning of a beautiful friendship

Car enthusiasts of a certain age will remember with much affection the great writer LJK Setright, a frequent Autocar contributor who was much admired for his unparalleled erudition and immense technical knowledge.

This Bristol-fancying tour de force once owned a Suzuki SC100, bought to see him through a brief hiatus but owned for long enough to influence those for whom his every motoring utterance was gospel.

One such person was me, and because Setright had one, I bought one too. When it was subsequently written off, I bought his. I bought it when it was 10 years old and kept it for another seven years. Alas, I then gave it away, and when I see how highly prized surviving examples of this charismatic little car have become since, I weep with shame.

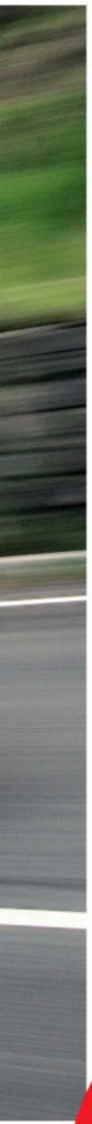
The SC100 was born out of a Japanese-market kei car called the Fronte Coupé. Launched in 1971 and penned by Giorgetto Giugiaro, it looked, if you were to squint and stand a long way back (a very long way back, and possibly even close your eyes), a bit like a Porsche 911.

It was a two-door coupé and rear-engined too, but unlike the 911 it was only just over 10ft long and powered by a weeny two-stroke engine. So was the subsequent update, called Cervo, which hit the Japanese streets in 1977.

In 1979, the Cervo came to the land of the British, where it was known as the SC100 GX, SC100 or, informally, the Whizzkid.

For the UK, this tiny 2+2 got a 970cc four-stroke four-cylinder engine, transversely mounted and water-cooled. Its maximum power of 47bhp is developed at a lowly 4500rpm, and it produces

> “You need some brave pills if you're to drive it quickly anywhere, or even sometimes slowly”



You very rarely get such chuckability (or such space to chuck)

Leaning back a bit gives the best driving position

an impressive 61lb ft of torque at just 2500rpm. It needs that grunt, too, because its four gear ratios are widely spaced, although at just 630kg it's fair to say there wasn't really much Whizzkid to overcome.

In theory, its top speed is just 82mph, but owners know it can go even faster than that, given a good following wind and the swallowing of a brave pill or two.

In truth, you need those pills if you're to drive it quickly anywhere, or even sometimes slowly.

Experimentation with the tyre pressures and the camber adjustments built into the front suspension mean the SC100 can feel eager, up to a point, but it takes time to learn to drive around its not unexpected dynamic flaws.

In short, its ride and handling are pretty much what you would expect of a tiny rear-engined car with a rearward weight bias of 58% and a fairly high pitching moment.

It's pretty unstable under heavy braking, too, such that I once managed to spin my first example through nearly 360deg on the curved approach to a suburban (and luckily deserted) roundabout, which didn't please my two passengers.

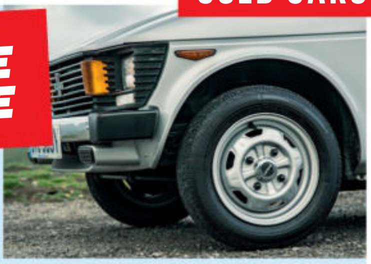
British sales came to an end in 1982, after nearly 4700 cars had been sold. Now there are just 21 left on the road and 81 SORN, according to DVLA data. Many Cervos have been personally imported over the years, though.

In either form, it's eminently collectable and highly prized among a small band of enthusiasts who can still see the immensely likeable virtues of a delightfully analogue little Suzuki.

MARK PEARSON

> **WHAT WE SAID THEN**
>
> **8 MARCH 1980**
>
> "It can keep up in town and entertain in the country, providing one keeps off motorways. The steering is light and gives plenty of feel. Handling is the biggest entertainer. It doesn't roll much, and it's easy to induce a back-wheel slide. Inside, it is a little too low. If crisp handling and eager response are paramount, there is just as much entertainment to be had from a Mini."

HOW TO GET ONE IN YOUR GARAGE



An owner's view

ALASTAIR CLEMENTS

"I first saw a Whizzkid when I was 13, and desperately wanted to buy it to do up, but my dad was having none of it. So when I was looking for an economical runabout a decade later, I got one. I loved that car and only sold it to buy an engagement ring. I missed it terribly but realised I had made the right decision when my new wife gave me another as a wedding present. I've still got it, 18 years later. It's like a back-to-front Mini Cooper with even better steering. I've hillclimbed and rallied it, but since stopping the usual rampant rot, I've retired it to gentler duties. I've had four now and can't see myself ever being without one."

Buyer beware...

- **ENGINE**

This engine is hardy and very reliable if properly maintained. Condition is king, so ask how much work has been done on the engine and listen carefully for any unwanted noises. Check the ancillaries carefully, too, as these will be of a good age, especially the cambelt. Fuel pumps need careful maintenance. Exhaust manifolds and back boxes can cause trouble: the only access is through a small panel behind the rear seat and they are no longer available. Take any potential buy for a drive to make sure it doesn't overheat or pump out blue smoke.

- **TRANSMISSION**

This manual isn't the most pleasant to use, although you can polybush the linkage, which helps. It's known to be fairly strong, although clutches can wear quickly and are relatively pricey.

- **BRAKES**

These likewise can be problematic and cost a lot relatively to fix. Discs corrode and are no longer available and the unservoed brakes, handbrake and rear-wheel cylinders can seize. Kits for the drums are hard to find. Check the hoses. Make sure the car doesn't pull to one side under braking.

- **ELECTRICS**

Although strong when new and of high quality, these can cause trouble now, due to the car's immense age. Fires are rare but have been known.

- **BODYWORK**

Rust could be the SC100's middle name, alas. It can be a huge and toxic and terminal issue, noticeably around the sills, floorpan (check under the rear seats) and rear pillars, which are extremely difficult and expensive to repair. Also check the rear arches, front subframe mounts and door edges. Rear wings cost up to £2000, although Mk1 Ford Fiesta arches can be used, because the profile is similar.

Also worth knowing

There were some small differences in the bodywork between the Cervo and the SC100, the latter having square headlights and indicators in the grille.

In the UK, only one version was offered, the well-equipped GX, while other countries got a CX and a more luxurious CX-G. The GX came with a cigar lighter, reclining front seats covered with beige vinyl/cord and independent all-round suspension.

It had one update, in 1980, the dash and column switches being modified.

You would have to be very young and flexible to get into or out of the rear seats and immensely resilient to stay there for long or travel far.

Suzuki added ballast in the nose of the SC100 to compensate for its rearward weight bias. Still the front is delightfully skittish or horrendously light, depending on your point of view, although adding shims to the lower front strut mount can help.

How much to spend

£1000-£3999

Some very nice buys at the top end here but check condition thoroughly. You need some service history and it's well worth putting any potential purchase up on a ramp if you can. Many are imported Japanese-domestic-market Cervos.

£4000 AND ABOVE

Well restored, mostly rebuilt and ready to roll. Some imports here too.

One we found

SUZUKI SC100 GX, 1981, 47,000 MILES, £3500

This has been stored for some years so needs light restoration. It runs and drives and is solid underneath, although the paint is poor and the brakes aren't great. Its window trims were removed some years ago so the little bits of rust could be treated, and they're included. So are quite a few spares, including a bonnet, a wing, a grille, engine parts, trim and badges.

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James Ruppert

KICKING TYRES

Sebring by name but not at all by nature. Still, it's just £900

The saloon: a lovable four-door or even two-door car that will with the minimum of fuss and bother transport four or five people with their luggage in the boot. I'm not talking about the glamorous airport-run Audis and Mercedes-Benzes, oh no. I'm talking about proper working-class ones that you can buy for just a few quid.

The car that has put me onto this is the humble, Mitsubishi-related Chrysler Sebring. I've unearthed a 2008 example with black alloys (rather than cold steelies), the 2.4-litre petrol engine and six previous owners who had done 133,000 miles. It's an unwanted part exchange. Of course it is. And that's why it costs £900.

It has lots of standard kit, but it will need servicing every 9000 miles. Oh, and it's automatic, which won't help it through the MOT test but makes it perfect for cruising.

More black wheels, this time fitted to the more contemporary shape of a Volkswagen Passat CC. It looks wonderful, yet no one really wants it because there's a 2.0-litre diesel under the bonnet, which is only Euro 4. So no London for you. A mileage of 147,000 may also be killing its appeal. But I can assure you that it really is worth every penny of the £2000 being asked. What a stylish way to travel, plus it will deliver a very useful 48mpg.

Yes, I think it's black wheels on these saloons that makes them all seem so menacing and at the same time purposeful.

Now here's a Volvo S40 from 2005 with just over 90,000 miles. It's a manual 1.8-litre petrol with just three former keepers, and it looks pretty tidy in the pictures and all for £950. More proof that the durable, usable banger is alive and well despite reports to the contrary.

Back to Euro-sized pseudo-Yanks, courtesy of the Chevrolet Epica, a reconstituted Daewoo. It's fairly ugly, but that's not the point. This two-owner 2.0-litre diesel auto from 2008 at least has leather and hardly any miles at all: 62,000. That might explain the £2700 asking price.

I wanted to finish with the Dodge Avenger, because it has such a great name. It's an average enough saloon otherwise, falling through the used car cracks. A 2.0-litre diesel from 2008 with 82,000 miles is still £2500.

Saloons may have fallen firmly out of favour with the PCP crowd, but we Bangernomics believers know we're bagging bargains.

RUPPERT'S GARAGE

Doors are long and my Land Rover Series 3 is quite short. So for the second time this year, I bolted on my industrial, no-nonsense roof rack. Just the one door this time and another coming back on the return journey. Always practical, even if it doesn't have a towbar.

CAUGHT IN THE CLASSIFIEDS

ALPINA B5

2005, £19,995, 120,000 miles

Alpina has spent half a century taking BMWs to incredible heights, and what better way to celebrate that than with this continent-crusher, whose supercharged V8 makes a whopping 493bhp? Its good service history should assuage mileage concerns.

AUDI S4 QUATTRO 2.2 TURBO

1993, £19,999, 57,000 miles

The original 100-derived S4 is vintage Audi: its turbo five-pot delivers a total of 230bhp through all four wheels, split 25:75 front to rear (or vice versa) by a Torsen centre differential. The ride and handling are also vintage Audi, though: soft and stable rather than scintillating.

MERCEDES-BENZ C63 AMG ESTATE

2010, £24,990, 61,000 miles

A thunderous 451bhp V8 under the bonnet, hooligan-friendly handling and plenty of space for the kids and any furry friends: what more could you want? This example is unmodified and comes with a full service history.

VOLKSWAGEN PASSAT W8

2005, £6995, 94,000 miles

Ferdinand Piëch's ambitious plans for Volkswagen yielded this oddity, a blinged-up minicab with two V4 engines smushed together into a 271bhp monster. It's well refined and now ultra-rare, with only around 65 left on our roads.

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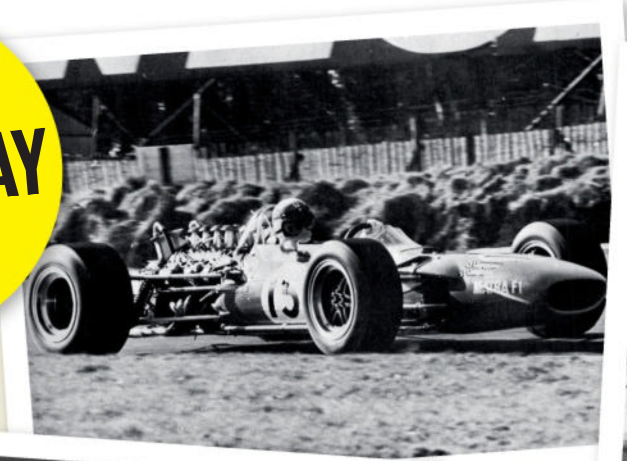
The Autocar

ON THIS DAY
IN 1968



FORD MOTOR COMPANY LIMITED

The 100,000th
TRANSIT VAN
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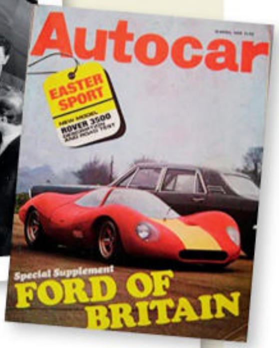

Ford of Britain in its heyday

MANY HAVE LAMENTED Ford of Europe's coming transformation. To understand the reasons why, you need to have known the firm at its amazing peak. So let's revisit our 1968 look into its UK division.

Ford of Britain had grown quickly after establishing its Trafford plant in 1911, opening its Dagenham complex 20 years later.

In 1968, it covered 8.4 million square feet and employed more than 24,000 people, helping to produce up to 1400 cars per day.

Ford also had various sites in Aveley, Basildon, Croydon, Daventry, Doncaster, Dunton, Halewood, Langley, Leamington, Romford, Southampton, Swansea, Thurrock, Warley and Woolwich.

Exports were big business: the target was £225m (£3.2bn today), with shipments going to Australia, Africa, Europe and the Americas.

This was thanks to a modern, competitive range, the result of Ford having spent £40m (£556m now) on development in a decade.

The Escort had just replaced the Anglia beside the Cortina, Corsair, Zephyr and Zodiac at the affordable end, there were Executive versions of those last four, and in the sporting stable lived the Lotus Cortina, Escort GT and motorsport-derived GT40, soon to be joined by the Capri.

Sport was indeed important to Ford of Britain. It won in rallying, touring cars and sports cars while dominating Formula 1 with its Cosworth DFV engine.

It powered many other firms' sports cars and was a major player in light and heavy commercial vehicles, in addition to tractors.

Get why there's regret now?

KRIS CULMER

Trouble spot enlivens racing as BARC moves to Thruxton

We were pleased to report that the British Automobile Racing Club (BARC) had found a suitable new home for its traditional Easter Monday meeting, that being Thruxton (where it's still based) after Goodwood was closed on safety grounds.

First up were the Formula 2 heats. The first was quite dramatic, as the drivers (including Jackie Oliver, Henri Pescarolo, Guy Ligier and future FIA president Max Mosley) had several near misses as they tried to work out the line for tricky Club corner. The second was dominated by future Formula 1 champion Jochen Rindt, taking 0.5sec a lap out of such talents as Piers Courage, Brian Redman, Derek Bell and Jean-Pierre Beltoise – and again that right-left-right was trouble.

Rindt started the 54-lap final poorly but soon got past Beltoise and Courage. The top four split from the pack, Bell impressing the most with his enthusiasm and his control when that got the better of him. Rindt almost threw away victory with a trip into a ditch at Club but managed to block the grass-clipping Beltoise.

Group 5 saloons followed. The disparate natures of the Mini Cooper, Porsche 911, Ford Falcon and Lotus Cortina served up thrills, the stars including Vic Elford and winner Brian Muir.

Finally there were the little Formula Vee cars. Gerold Pankl won ahead of future Red Bull supremo Helmut Marko, while Jenny Nadin held her own… until Club struck again.

Rover's V8 class leader

Rover had launched a truly excellent saloon in 1963, the four-pot 2000. Five years later, it fitted a 3.5-litre V8 bought from Buick, creating the 3500. Any doubts over the wisdom of this were immediately dispelled as the 3500 was sweet, docile, flexible, refined and sporty in the manner of a Jaguar, with fine handling on twisty roads. All-aluminium construction for the engine had enabled 70bhp to be added at the cost of only 27kg. A good ride and a smooth automatic gearbox made it a truly relaxing car as well as Rover's fastest to date. Naturally we predicted big success for this hottest P6, and so it proved.

Learning to drive on a sim

Thanks to vast computing power and bespoke kit, today you can virtually drive any car on any circuit you like. It may surprise you to learn, though, that simulators go back a long way. In 1968, with computers still in their infancy, we tried the IDT-Link Trainer – which with 10 'cars' (made from Ford Cortinas) cost £9950 (around £140,000 today). Depending on your pedal and steering inputs, the computer would run an appropriate film on the screen before you, while coloured lights signalled your errors. We found it convincing – although it did alarm and confuse us at times.

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MIG106	40/100	£179.00	£214.80
MIG145	35/135	£239.00	£286.80
MIG196	40/180	£279.00	£334.80
MIG240‡	50/240	£489.00	£586.80

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CTJ3000GB	Pro Garage	3	£109.98	£131.98
CTJ3000QLB	Quick Lift	3	£119.98	£143.98
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* CTJ2250LP has a 2.25 tonne capacity, has a low entry of only 80mm and includes 2 sockets

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CIG81216	4.9x3.7x2.5m	£329.00	~~£430.80~~	£394.80
CIG81220	6.1x3.7x2.5m	£399.00	~~£514.80~~	£478.80
CIG81224	7.3x3.7x2.5m	£499.00	~~£646.80~~	£598.80

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JSM300	500A	6L	£69.98	£83.98
JSM400	800A	6L	£99.98	£119.98
JS12/24	1000	8L	£179.98	£215.98
4000	1500	6L	£164.99	£197.99

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MMA140A	20A-140A	1.6-3.2	£104.99	£125.99
MMA200A	20A-200A	1.6-3.2	£139.98	£167.98
AT165	10A-160A	2.5/3.2/4.0	£219.98	£263.98

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WBC180*	35/180	£159.98	£191.98

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CAX3TBC	3	300-430mm	£29.98	£35.98
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IG1200D	1100W	12.4kg	£279.00	£334.80
IG2000D	1800W	19.4kg	£399.00	£478.80
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CDP152B	450 / 12	£209.98		£251.98
CDP202B	450 / 16	£269.00		£322.80
CDP352F	550 / 16	£339.00	~~£418.80~~	£406.80
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XR110	29.3kW	£329.00	£394.80
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B'HAM HAY MILLS 1152 Coventry Rd, Hay Mills	0121 7713433
BOLTON 1 Thynne St. BL3 6BD	01204 365799
BRADFORD 105-107 Manningham Lane. BD1 3BN	01274 390962
BRIGHTON 123 Lewes Rd, BN2 3QB	01273 915999
BRISTOL 1-3 Church Rd, Lawrence Hill. BS5 9JJ	0117 935 1060
BURTON UPON TRENT 12a Lichfield St. DE14 3QZ	01283 564 708
CAMBRIDGE 181-183 Histon Road, Cambridge. CB4 3HL	01223 322675
CARDIFF 44-46 City Rd. CF24 3DN	029 2046 5424
CARLISLE 85 London Rd. CA1 2LG	01228 591666
CHELTENHAM 84 Fairview Road. GL52 2EH	01242 514 402
CHESTER 43-45 St. James Street. CH1 3EY	01244 311258
COLCHESTER 4 North Station Rd. CO1 1RE	01206 762831
COVENTRY Bishop St. CV1 1HT	024 7622 4227
CROYDON 423-427 Brighton Rd, Sth Croydon	020 8763 0640
DARLINGTON 214 Northgate. DL1 1RB	01325 380 841
DEAL (KENT) 182-186 High St. CT14 6BQ	01304 373 434
DERBY Derwent St. DE1 2ED	01332 290 931
DONCASTER Wheatley Hall Road	01302 245 999
DUNDEE 24-26 Trades Lane. DD1 3ET	01382 225 140
EDINBURGH 163-171 Piersfield Terrace	0131 659 5919
EXETER 16 Trusham Rd. EX2 8QG	01392 256 744
GATESHEAD 50 Lobley Hill Rd. NE8 4YJ	0191 493 2520
GLASGOW 280 Gt Western Rd. G4 9EJ	0141 332 9231
GLOUCESTER 221A Barton St. GL1 4HY	01452 417 948
GRIMSBY ELLIS WAY, DN32 9BD	01472 354435
HULL 8-10 Holderness Rd. HU9 1EG	01482 223161
ILFORD 746-748 Eastern Ave. IG2 7HU	0208 518 4286
IPSWICH Unit 1 Ipswich Trade Centre, Commercial Road	01473 221253
LEEDS 227-229 Kirkstall Rd. LS4 2AS	0113 231 0400
LEICESTER 69 Melton Rd. LE4 6PN	0116 261 0688
LINCOLN Unit 5. The Pelham Centre. LN5 8HG	01522 543 036
LIVERPOOL 80-88 London Rd. L3 5NF	0151 709 4484
LONDON CATFORD 289/291 Southend Lane SE6 3RS	0208 695 5684
LONDON 6 Kendal Parade, Edmonton N18	020 8803 0861
LONDON 503-507 Lea Bridge Rd. Leyton, E10	020 8558 8284
LUTON Unit 1, 326 Dunstable Rd, Luton LU4 8JS	01582 728 063
MAIDSTONE 57 Upper Stone St. ME15 6HE	01622 769 572
MANCHESTER ALTRINCHAM 71 Manchester Rd. Altrincham	0161 9412 666
MANCHESTER CENTRAL 209 Bury New Road M8 8DU	0161 241 1851
MANCHESTER OPENSHAW Unit 5, Tower Mill, Ashton Old Rd	0161 223 8376
MANSFIELD 169 Chesterfield Rd. South	01623 622160
MIDDLESBROUGH Mandale Triangle, Thornaby	01642 677881
NORWICH 282a Heigham St. NR2 4LZ	01603 766402
NORTHAMPTON Beckett Retail Park, St James' Mill Rd	01604 267840
NOTTINGHAM 211 Lower Parliament St.	0115 956 1811
PETERBOROUGH 417 Lincoln Rd. Millfield	01733 311770
PLYMOUTH 58-64 Embankment Rd. PL4 9HY	01752 254050
POOLE 137-139 Bournemouth Rd. Parkstone	01202 717913
PORTSMOUTH 277-283 Copnor Rd. Copnor	023 9265 4777
PRESTON 53 Blackpool Rd. PR2 6BU	01772 703263
SHEFFIELD 453 London Rd. Heeley. S2 4HJ	0114 258 0831
SIDCUP 13 Blackfen Parade, Blackfen Rd	0208 3042069
SOUTHAMPTON 516-518 Portswood Rd.	023 8055 7788
SOUTHEND 1139-1141 London Rd. Leigh on Sea	01702 483 742
STOKE-ON-TRENT 382-396 Waterloo Rd. Hanley	01782 287321
SUNDERLAND 13-15 Ryhope Rd. Grangetown	0191 510 8773
SWANSEA 7 Samlet Rd. Llansamlet. SA7 9AG	01792 792969
SWINDON 21 Victoria Rd. SN1 3AW	01793 491717
TWICKENHAM 83-85 Heath Rd.TW1 4AW	020 8892 9117
WARRINGTON Unit 3, Hawley's Trade Pk.	01925 630 937
WIGAN 2 Harrison Street, WN5 9AU	01942 323 785
WOLVERHAMPTON Parkfield Rd. Bilston	01902 494186
WORCESTER 48a Upper Tything. WR1 1JZ	01905 723451

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ROAD TEST INDEX

The latest and greatest rated as only Autocar knows how

Bentley Continental GTC

A road test in any other magazine might well be a short, subjective summary of a new car produced under almost any circumstances, but the Autocar road test is different. Specific, rigorous and detailed, it's the closest examination we can give of any new model. It appears over at least eight pages and is close to 50 man-hours in the making every week.

Most of what the road test process entails is designed to be strictly repeatable and fair. We benchmark standing-start and in-gear acceleration at a purpose-built test facility every week. We carry out both subjective and objective handling tests on both road and track, on the latter up to and beyond the limit of grip, so as to fully assess stability, drivability and limit handling appeal. And while benchmark lap times are sometimes taken, they're never an end in themselves.

We record and publish stopping distances, too, as well as taking cabin noise measurements at various cruising speeds and benchmarking either indicated or brim-to-brim fuel economy. We independently measure leg room, head room, boot space and certain key exterior vehicle dimensions, and weigh every car we test. We also empirically verify the true DC rapid-charging speed of electric vehicles across the full spread of their battery capacity.

Just as every new car is different, however, the road test has developed to be versatile enough, week by week, so as to best assess and reflect the suitability of each test subject to its intended purpose. It now includes modular sections describing in detail the limit handling of a new car, or its semi-autonomous assisted driving technologies or its off-road capability.

All of this goes to bringing you the most thorough, relevant and fair test of a new car we can produce. The scores from the most recent road tests reproduced here are the ones we gave the cars at the time so they don't necessarily represent what those same cars might score today were they rejudged using current class standards. But you can dig deeper into their attributes by using the magazine publication dates listed here to look up an old test in your own collection or you can order a back issue by phoning 0344 848 8816.

Matt Saunders, road test editor

ALFA ROMEO

Giulia Quadrifoglio	★★★★⯪	29.3.17
Stelvio 2.2D 210 Milano	★★★⯪☆	3.1.18
Quadrifoglio	★★★★☆	9.1.19

ALPINA

B3 Touring	★★★★★	4.11.20
B8 Gran Coupé	★★★★☆	22.9.21

ALPINE

A110 Premiere Edition	★★★★★	16.5.18
Légende GT	★★★★⯪	9.3.22

ARIEL

Atom 4	★★★★★	9.10.19
Nomad	★★★★★	24.6.15

ASTON MARTIN

Vantage V8	★★★★⯪	23.5.18
F1 Edition Coupé	★★★★☆	1.9.21
DBS Superleggera	★★★★★	21.11.18
DBX	★★★★⯪	28.10.20
707	★★★★☆	30.11.22

AUDI

A1 Sportback 35 TFSI S line	★★★⯪☆	2.10.19
A3 Sportback S3	★★★⯪☆	18.11.20
A4 S4 TDI	★★★★☆	18.9.19
RS4 Avant	★★★★☆	14.2.18
A5 S5	★★★⯪☆	11.1.17
A5 Sportback 2.0 TFSI S line	★★★⯪☆	8.3.17
A6 40 TDI S line Avant	★★★★☆	14.11.18
50 TFSIe S Line Quattro	★★★★☆	5.1.22
RS6 Avant Carbon Black	★★★★☆	11.3.20
A7 Sportback 50 TDI Sport	★★★⯪☆	11.7.18
A8 L 60 TFSIe Sport Quattro	★★★⯪☆	17.6.20
TT RS	★★★★☆	7.12.16
E-tron 55 Quattro	★★★★⯪	26.6.19
S Quattro	★★★⯪☆	2.6.21
Q2 SQ2 Quattro	★★★★☆	20.3.19
Q4 E-tron 40 Sport	★★★⯪☆	7.7.21
Q5 2.0 TDI S line	★★★★☆	15.3.17
SQ5 Quattro	★★★⯪☆	21.6.17
SQ5 Sportback TDI Quattro	★★★⯪☆	3.8.22
Q8 50 TDI S Line	★★★★☆	26.9.18
R8 V10 Plus	★★★★☆	30.12.15

BENTLEY

Continental GT W12	★★★★⯪	2.5.18
GT Speed	★★★★☆	22.12.21
GTC V8 S	★★★★⯪	19.4.23
Flying Spur W12	★★★★⯪	15.7.20
Hybrid Mulliner	★★★★⯪	17.8.22
Bentayga W12	★★★★⯪	18.5.16

BMW

1 Series 118i M Sport	★★★★☆	30.10.19
2 Series 220i Coupé	★★★★☆	1.6.22
M2 CS M-DCT	★★★★⯪	19.8.20
218i Gran Coupé M Sport	★★★☆☆	8.4.20
3 Series 320d M Sport	★★★★★	15.5.19
330d xDrive M Sport	★★★★⯪	15.1.20
330e M Sport	★★★★⯪	1.7.20
4 Series M440i xDrive	★★★★☆	6.1.21
M4 Competition	★★★★⯪	21.4.21
M4 CSL	★★★★☆	16.11.22
5 Series 520d M Sport	★★★★⯪	31.5.17
545e M Sport	★★★★☆	20.10.21
M5	★★★★⯪	18.4.18
M5 CS	★★★★★	14.7.21
7 Series i7 xDrive60	★★★★⯪	15.2.23
8 Series 840d xDrive	★★★⯪☆	16.1.19
M8 Competition Convertible	★★★⯪☆	5.2.20
M8 Competition Coupé	★★★⯪☆	3.6.20
i3 1.3S Range Extender	★★★★☆	21.2.18
i4 M50	★★★★☆	19.1.22
iX xDrive50 M Sport	★★★★⯪	2.3.22
X1 xDrive23i M Sport	★★★⯪☆	25.1.23
X2 M35i	★★★⯪☆	25.9.19
X3 xDrive20d M Sport	★★★★☆	17.1.18
X4 M Competition	★★★☆☆	13.11.19
X5 xDrive30d M Sport	★★★★☆	2.1.19
X7 xDrive M50i M Perf'nce	★★★★☆	9.9.20
M60i xDrive	★★★★☆	29.3.23

CATERHAM

Seven 420 Cup	★★★★⯪	31.8.22

CHEVROLET

Corvette LT3 Coupé	★★★★☆	22.6.22

CITROEN

Ami Colour	★★⯪☆☆	11.1.23
C3 Aircross Puretech 110	★★★⯪☆	7.3.18
C4 Puretech 130 Auto	★★★☆☆	26.5.21
C5 X Puretech 180	★★★★☆	28.9.22
C5 Aircross BlueHDi 180	★★★⯪☆	13.2.19

CUPRA

Born 204 58kWh V3	★★★⯪☆	6.7.22
Leon 310 VZ3 Estate	★★★★☆	8.9.21
2.0 TSI 245 VZ2 Hatch	★★★★☆	27.7.22
Ateca 2.0 TSI 4Drive	★★★⯪☆	23.1.19
Formentor 2.0 TSI VZ2	★★★★⯪	3.2.21

DACIA

Sandero Stepway TCe 90	★★★★☆	28.4.21
Duster SCe 115 Comfort	★★★★☆	22.8.18
Jogger 1.0 TCe 110 Comfort	★★★★⯪	20.4.22

DALLARA

Stradale	★★★★⯪	16.10.19

DS

3 Crossback Puretech 155	★★★☆☆	10.7.19
4 E-Tense 225	★★★⯪☆	29.6.22
7 Crossback Puretech 225	★★★⯪☆	19.9.18
9 E-Tense 225	★★★⯪☆	2.2.22

FERRARI

488 Pista	★★★★⯪	7.8.19
296 GTB	★★★★★	21.12.22
812 Superfast	★★★★☆	25.7.18
SF90 Stradale	★★★★☆	3.11.21

FIAT

Panda 4x4 Twinair	★★★★⯪	17.4.13
500 Abarth 595	★★★★☆	26.2.14
Icon 42kWh	★★★★☆	26.1.22

FORD

Fiesta 1.0T Ecoboost	★★★★☆	9.8.17
ST-3 1.5 T Ecoboost	★★★★⯪	15.8.18
Focus 1.5 Ecoboost 182	★★★★⯪	20.2.19
ST	★★★★☆	11.9.19
Mustang 5.0 V8 GT F'back	★★★★☆	24.2.16
Bullitt	★★★★☆	5.12.18
Mustang Mach-E Extended Range RWD	★★★★☆	23.6.21
GT AWD	★★★☆☆	27.4.22
Puma 1.0T 125 MHEV	★★★★⯪	25.3.20
ST	★★★★☆	24.3.21
Kuga 2.5 PHEV ST-Line	★★★⯪☆	24.6.20
Ranger Raptor	★★★★☆	28.8.19

GENESIS

GV60 Sport Plus	★★★★☆	24.8.22
G70 2.2 CRDi Luxury Line	★★★⯪☆	10.11.21
Electrified G80	★★★⯪☆	12.10.22
GV80 3.0D Luxury 5-Seater	★★★⯪☆	15.9.21

HONDA

E Advance	★★★⯪☆	26.8.20
Jazz 1.5 i-MMD Hybrid EX	★★★⯪☆	7.10.20
Civic 1.5 i-VTEC Turbo	★★★★☆	19.4.17
2.0 Type R GT	★★★★⯪	25.10.17
Clarity FCV	★★★★☆	12.7.17
HR-V e:HEV	★★★⯪☆	24.11.21
CR-V 1.5T EX CVT AWD	★★★⯪☆	7.11.18

HYUNDAI

i10 1.2 MPi Premium	★★★★☆	15.4.20
i20 1.0 T-GDI 100 48V	★★★⯪☆	24.2.21
N	★★★★⯪	25.8.21
i30 N	★★★⯪☆	27.12.17
1.4 Premium SE	★★★⯪☆	13.9.17
Kona Electric 64kWh	★★★★☆	31.10.18
Santa Fe 2.2 CRDi	★★★⯪☆	6.3.19
Tucson 1.6 T-GDi Hybrid	★★★★☆	17.3.21
Nexo	★★★⯪☆	12.6.19

JAGUAR

F-Type V8 S Convertible	★★★★☆	12.6.13
2.0 R-Dynamic Coupé	★★★★☆	22.11.17
P575 R AWD Coupé	★★★★☆	29.4.20
XF 2.0 R-Sport	★★★★⯪	2.12.15
300 R-S Sportbrake	★★★⯪☆	17.4.19
XE 2.0 R-Sport	★★★★⯪	1.7.15
E-Pace D180 AWD SE	★★★⯪☆	11.4.18
F-Pace 2.0d AWD	★★★★☆	11.5.16
P400e R-Dynamic HSE	★★★★☆	1.12.21
SVR	★★★★⯪	24.7.19
I-Pace EV400 S	★★★★⯪	12.9.18

JEEP

Compass 2.0 M'jet 4x4 L'd	★★★☆☆	3.10.18
4xe S	★★★☆☆	16.2.22
Renegade 4xe Trailhawk	★★★☆☆	30.6.21
Wrangler 2.2 M'Jet-II Ov'd	★★★★☆	10.4.19

KIA

Rio 1.0 T-GDI 3 Eco	★★★⯪☆	1.3.17
Ceed 1.6 CRDi 115 2	★★★⯪☆	29.8.18
Proceed 1.4 T-GDi	★★★⯪☆	27.2.19
Xceed 1.4 T-GDi	★★★⯪☆	20.11.19
Niro EV 3	★★★★☆	7.9.22
EV6 77.4kWh GT-Line RWD	★★★★⯪	12.1.22
Sportage 1.6 HEV 2WD	★★★⯪☆	15.6.22
Sorento 1.6 HEV G-TDi 2	★★★⯪☆	20.1.21

LAMBORGHINI

Huracán Performante	★★★★⯪	11.10.17
Evo RWD Coupé	★★★★⯪	20.5.20
Aventador SVJ	★★★★☆	19.6.19
Urus	★★★★☆	3.7.19

LAND ROVER

Defender 110 P400 X	★★★★⯪	13.5.20
Discovery Sport D180 AWD	★★★★☆	8.1.20
Range Rover Evoque P300e	★★★★⯪	10.2.21
Range Rover Velar D240	★★★⯪☆	30.8.17
Range Rover Sport D300	★★★★⯪	2.11.22
SVR	★★★★★	15.4.15
Range Rover D350 HSE	★★★★⯪	13.7.22

LEXUS

LC 500 Sport+	★★★★☆	18.10.17
NX 350h Prem'm Plus Pack	★★★★☆	16.3.22
RX 500h F-Sport	★★★⯪☆	22.3.23
RC F	★★★☆☆	18.2.15
ES 300h Takumi	★★★⯪☆	6.2.19
LS 500h Premier AWD	★★★☆☆	6.6.18

LOTUS

Elise Cup 250	★★★⯪☆	29.6.16
Exige Sport 390 Final Edit'n	★★★★⯪	21.7.21

MASERATI

Ghibli Diesel	★★★⯪☆	12.3.14
Quattroporte Trofeo	★★☆☆☆	4.8.21
Levante S Granlusso	★★★⯪☆	8.5.19

MAZDA

2 1.5 Skyactiv-G SE	★★★★☆	22.4.15
3 2.0 Skyactiv-X	★★★★☆	6.11.19
MX-5 1.5 SE-L Nav	★★★★⯪	2.9.15
MX-30 145PS	★★★⯪☆	10.3.21
CX-5 2.2D Sport Nav	★★★★☆	28.6.17

McLAREN

Artura	★★★★⯪	19.10.22
600LT Spider 3.8 V8	★★★★⯪	22.5.19
620R 3.8 V8	★★★★☆	23.12.20
GT 4.0 V8	★★★⯪☆	27.1.21
720S 4.0 V8	★★★★★	24.5.17
Senna 4.0 V8	★★★★★	10.10.18
P1	★★★★★	7.5.14

MERCEDES-AMG

A-Class A45 S 4Matic+ Plus	★★★★⯪	4.3.20
C-Class C63 S Coupé	★★★★⯪	24.4.19
CLS 53 4Matic+	★★★★☆	17.10.18
EQS 53 4Matic+	★★★★☆	8.6.22
GT R	★★★★⯪	10.5.17
GT 4dr Coupé 63 4Matic+	★★★★⯪	13.3.19
GLC 63 S 4Matic+	★★★⯪☆	13.6.18
GLE 53 4Matic+	★★★⯪☆	14.10.20

MERCEDES-BENZ

A-Class A200 Sport	★★★★☆	4.7.18
A250e AMG Line Premium	★★★☆☆	5.8.20
B-Class B180 Sport	★★★★☆	3.4.19
CLA 250	★★★☆☆	21.8.19
C-Class C300e AMG Line	★★★★⯪	4.5.22
E-Class E400 Coupé	★★★★☆	14.6.17
E300 Cabriolet	★★★⯪☆	6.10.21
S-Class S580e L	★★★★⯪	6.4.22
EQA 250	★★★☆☆	17.11.21
EQB 300 4Matic	★★★⯪☆	18.5.22
EQE 350+	★★★⯪☆	4.1.23
GLB 220d 4Matic	★★★⯪☆	16.9.20
GLC 250d	★★★★☆	10.2.16
G-Class G350d AMG Line	★★★★☆	17.7.19
GLS 400d	★★★⯪☆	12.2.20
X-Class X250d 4Matic	★★★⯪☆	20.6.18

MG

3 1.5 3Form Sport	★★★⯪☆	25.12.13
4 EV Long Range SE	★★★★☆	5.4.23
5 SW EV Exclusive	★★★⯪☆	25.11.20
ZS EV Exclusive	★★★☆☆	4.12.19

MINI

Mini Cooper S	★★★★⯪	2.4.14
Cooper S Works 210	★★★★⯪	6.12.17
Clubman Cooper D	★★★⯪☆	25.11.15
Convertible Cooper S Sport Automatic	★★★★☆	19.5.21
Countryman Cooper D	★★★⯪☆	22.2.17
Plug-in Hybrid	★★★⯪☆	26.7.17

MITSUBISHI

Eclipse Cross 1.5 2WD	★★★☆☆	14.3.18
Outlander PHEV GX4hs	★★★⯪☆	16.4.14

MORGAN

Plus Four	★★★⯪☆	12.8.20
Super 3	★★★★⯪	9.11.22

NISSAN

Micra 0.9 N-Connecta	★★★★☆	26.4.17
DIG-T 117 N-Sport	★★★☆☆	27.3.19
Juke 1.0 DIG-T 117	★★★⯪☆	29.1.20
Qashqai 1.3 DIG-T 158	★★★★☆	28.7.21
Ariya 87kWh Evolve	★★★⯪☆	26.10.22
X-Trail e-Power e-4orce AWD Tekna	★★★★☆	22.2.23
GT-R Recaro	★★★★⯪	16.11.16

ORA

Funky Cat 48kWh First Ed'n	★★⯪☆☆	1.2.23

PEUGEOT

208 e-208 Allure Premium	★★★★☆	6.5.20
308 1.2T Puretech 130 GT	★★★★☆	25.5.22
508 GT BlueHDi 180	★★★★☆	24.10.18
Hybrid 225 Allure SW	★★★★☆	8.7.20
PSE Hybrid4 SW	★★★★☆	5.5.21
2008 e-2008 GT Line	★★★⯪☆	30.9.20
3008 1.6 BlueHDi GT Line	★★★⯪☆	18.1.17
5008 2.0 BlueHDi GT Line	★★★⯪☆	1.11.17

POLESTAR

1	★★★★☆	21.10.20
2 BST Edition 270	★★★⯪☆	12.4.23

PORSCHE

718 Boxster	★★★★⯪	8.6.16
Spyder	★★★★⯪	1.4.20
Cayman S	★★★★⯪	10.8.16
Cayman GTS	★★★★⯪	9.5.18
Cayman GT4 RS	★★★★★	14.9.22
911 Carrera S	★★★★⯪	29.5.19
GT3 PDK	★★★★⯪	11.8.21
Turbo S	★★★★⯪	10.8.22
Cayenne Turbo	★★★★☆	5.9.18
Turbo S E-Hybrid	★★★⯪☆	27.5.20
Turbo GT	★★★★☆	20.7.22
Taycan Turbo S	★★★★★	29.7.20

RENAULT

Clio TCe 100 Iconic	★★★★⯪	27.11.19
Mégane E-Tech Electric	★★★⯪☆	23.11.22
Arkana E-Tech Hybrid 145	★★★⯪☆	13.10.21
Captur 1.3 TCe 130 EDC	★★★⯪☆	18.3.20

ROLLS-ROYCE

Phantom	★★★★★	4.4.18
Ghost	★★★★⯪	13.1.21
Wraith	★★★★⯪	21.5.14
Dawn	★★★★☆	1.6.16
Cullinan Black Badge	★★★★☆	19.2.20

SEAT

Ibiza SE Technology 1.0 TSI	★★★★⯪	19.7.17
Leon eHybrid FR	★★★⯪☆	2.12.20
Arona SE Technology 1.0 TSI	★★★★☆	15.11.17
Ateca 1.6 TDI SE	★★★★⯪	19.10.16

SKODA

Fabia 1.0 TSI 95PS	★★★★⯪	9.2.22
Scala 1.5 TSI 150 DSG	★★★⯪☆	31.7.19
Octavia 2.0 TDI 150 SE L First Edition DSG Estate	★★★★☆	2.9.20
2.0 TDI vRS	★★★★☆	17.2.21
Superb 1.4 TSI iV 218 SE L	★★★★☆	26.2.20
Karoq 2.0 TDI 150 Scout	★★★⯪☆	30.1.19
Enyaq iV 80	★★★★☆	18.8.21
Kodiaq 2.0 TDI Edition	★★★★☆	23.11.16
2.0 TSI 245PS vRS 4x4	★★★⯪☆	23.2.22

SSANGYONG

Tivoli XLV ELX auto	★★★☆☆	14.9.16

SUBARU

XV 2.0i SE Lineartronic	★★★☆☆	28.2.18
Solterra AWD Touring	★★★☆☆	15.3.23

SUZUKI

Swift 1.0 SZ5	★★★⯪☆	17.5.17
Across 2.5 PHEV E-Four CVT	★★★★⯪	7.4.21

TESLA

Model 3 Standard Range Plus	★★★★☆	4.9.19
Model S P90D	★★★★⯪	20.4.16
Model Y Long Range AWD	★★★★☆	23.3.22
Model X 90D	★★★★☆	15.2.17

TOYOTA

Aygo X Limited Edition	★★★⯪☆	11.5.22
Yaris 1.5 Hybrid Design	★★★★☆	23.9.20
GR Yaris Circuit Pack	★★★★★	3.3.21
Corolla 2.0 Hybrid ST	★★★★☆	5.6.19
GT86 2.0 manual	★★★★★	4.7.12
Mirai Design Premium	★★★★☆	16.6.21
C-HR Excel 1.8 Hybrid	★★★★☆	4.1.17
bZ4X AWD Vision	★★★⯪☆	18.1.23
GR Supra Pro	★★★★☆	14.8.19
Hilux 2.8 D-4D GR Sport	★★★⯪☆	1.3.23

VAUXHALL

Corsa 1.2T 100 auto	★★★⯪☆	22.1.20
Crossland X 1.2T 130 Elite	★★★☆☆	7.6.17
Astra 1.2T 130 GS Line	★★★⯪☆	5.10.22
Combo Life 1.5 TD 100 Energy	★★★⯪☆	27.12.18
Insignia Sports Tourer 2.0 Biturbo D GSi	★★★☆☆	30.5.18
Mokka 1.2 Turbo 130 auto	★★★⯪☆	12.5.21
Grandland X Hybrid4	★★★☆☆	22.4.20
VXR8 GTS-R	★★★★☆	10.1.18

VOLKSWAGEN

Up GTI 1.0 TSI 115	★★★★☆	21.3.18
Polo 1.0 TSI 95 SE	★★★★⯪	31.1.18
GTI	★★★★☆	1.8.18
Golf 1.5 eTSI 150 Style DSG	★★★★⯪	22.7.20
R	★★★★☆	14.4.21
ID 3 Pro Performance Life	★★★★☆	31.3.21
ID 4 GTX Max	★★★⯪☆	27.10.21
T-Roc 2.0 TSI SEL 4Motion	★★★★⯪	24.1.18
Cabriolet 1.5 TSI Evo DSG	★★⯪☆☆	10.6.20
Arteon 2.0 BiTDI 240	★★★⯪☆	27.9.17
eHybrid Shooting Brake	★★★⯪☆	9.6.21
Passat 2.0 TDI 190 GT	★★★★☆	4.2.15
GTE	★★★★☆	7.9.16
Touran 2.0 TDI 150 SE	★★★★☆	3.2.16
Tiguan 2.0 TDI 150 SE	★★★★⯪	22.6.16
Caravelle 2.0 BiTDI Exec.	★★★★☆	23.12.15
Touareg 3.0 TDI R-Line Tech	★★★⯪☆	8.8.18
ID Buzz SWB 77kWh	★★★★☆	8.2.23
Grand California 600	★★★⯪☆	2.1.20
Multivan 1.4 eHybrid Style	★★★★☆	8.3.23

VOLVO

C40 Recharge Twin Ult'ate	★★★⯪☆	13.4.22
XC40 D4 First Edition AWD	★★★★⯪	7.2.18
S60 T8 Polestar En'd	★★★⯪☆	24.12.19
V60 T6 Recharge	★★★★⯪	21.9.22
XC60 D4 R-Design AWD	★★★⯪☆	5.7.17
S90 D4 Momentum	★★★★☆	13.7.16
V90 T6 Recharge R-Design	★★★★⯪	11.11.20
XC90 D5 Momentum	★★★★☆	17.6.15

WESTFIELD

Sport 250	★★★★☆	29.11.17

ROAD TESTS ON THIS DAY

1977

LANCIA BETA HPE 2000

Lively-handling executive car spawns hot shooting brake

Price £4943 **Engine** 4 cyls in line, 1995cc, petrol **Power** 119bhp at 5500rpm **Torque** 128lb ft at 2800rpm **0-60mph** 10.6sec **0-100mph** 37.8sec **Quarter mile** 17.7sec **Top speed** 116mph **Economy** 20.3mpg

1959

PLYMOUTH FURY

Vast chromed and finned saloon sits second in brand's hierarchy

Price £2827 **Engine** V8, 5212cc, petrol **Power** 225bhp at 4400rpm **Torque** 340lb ft at 2400rpm **0-60mph** 10.8sec **0-90mph** 26.8sec **Quarter mile** 17.8sec **Top speed** 106mph **Economy** 16.2mpg

NEW CARS A TO Z

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STAR RATINGS EXPLAINED

☆☆☆☆☆	Inherently dangerous/unsafe. Tragically, irredeemably flawed.
⯪☆☆☆☆	Appalling. Massively significant failings.
★☆☆☆☆	Very poor. Fails to meet any accepted class boundaries.
★⯪☆☆☆	Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
★★☆☆☆	Off the pace. Below average in nearly all areas.
★★⯪☆☆	Acceptable. About average in key areas, but disappoints.
★★★☆☆	Competent. Above average in some areas, average in others. Outstanding in none.
★★★⯪☆	Good. Competitive in key areas.
★★★★☆	Very good. Very competitive in key areas, competitive in secondary respects.
★★★★⯪	Excellent. Near class-leading in key areas and in some ways outstanding.
★★★★★	Brilliant, unsurpassed. All but flawless.

ABARTH

595 **3dr hatch/2dr open** **£23,165–£27,315** ★★★⯪☆

The Fiat 500's Abarth makeover makes it a true pocket rocket. **LxWxH** 3657x1627x1485 **Kerb weight** 1070kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.4 T-jet 145	143	130	7.8	38.7-39.2	155
1.4 T-jet 165	162	135	7.3	37.7-38.2	155
1.4 T-jet 180 Competizione	177	140	6.9	36.7	156
1.4 T-jet 180 Esseesse	177	140	6.7	36.7	160

695 **3dr hatch/2dr open** **£25,665–£32,015** ★★★⯪☆

A convincing track-day 500 with decent dynamic ability, but overly firm ride spoils it. **LxWxH** 3657x1627x1485 **Kerb weight** 1045kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.4 T-jet 180 Esseesse	177	140	6.7	36.2-36.7	156

500e **3dr hatch/2dr open** **£38,695–£41,695**

A sportier take on Fiat's smallest electric car with a host of technical upgrades. **LxWxH** 3673x1682x1518 **Kerb weight** 1375kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
42.2kWh Scorpionissima	152	96	7.0	na	0

ALFA ROMEO

Giulia **4dr saloon** **£43,199–£52,199** ★★★★⯪

Handsome and special dynamically but lacks finesse and comes as an auto only. **LxWxH** 4643x1860x1436 **Kerb weight** 1429kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 Turbo Petrol 200	197	146	6.6	36.2	176-184
2.0 Turbo Petrol 280	276	149	5.7	33.6	195

Tonale **5dr SUV** **£38,595–£48,495** ★★★⯪☆

Decent dynamically and reasonable value. However, lacks the appeal expected from the marque. **LxWxH** 4528x1841x1601 **Kerb weight** 1525kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 MHEV Speciale 5dr Auto	160	132	8.8	49.6	130
1.5 MHEV Ti 5dr Auto	160	132	8.8	49.6	130
1.5 MHEV Veloce 5dr Auto	160	132	8.8	49.6	130

Stelvio **5dr SUV** **£47,295–£58,595** ★★★★⯪

Alfa's second SUV is a solid effort. Choosing the petrol version gives it charisma. **LxWxH** 4687x1903x1671 **Kerb weight** 1604kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.2 Turbo Diesel 190	187	130	7.6	45.6	156
2.2 Turbo Diesel 210 Q4 AWD	207	134	6.6	42.8	162
2.0 Turbo 200 Q4 AWD	197	134	7.2	30.1	195
2.0 Turbo 280 Q4 AWD	276	143	5.7	30.4	195

ALPINE

A110 **2dr coupé** **£51,990–£129,440** ★★★★★

A much, much greater car and achievement than the sum of its parts suggests. **LxWxH** 4180x1980x1252 **Kerb weight** 1080kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 Turbo	248	155	4.5	42.2	152
1.8 Turbo S	288	162	4.4	41.5	153
1.8 Turbo R	288	177	3.9	41.5	154

ARIEL

Atom **0dr open** **£40,669** ★★★★⯪

Simple, purist concept remains but everything else has changed… for the better. **LxWxH** 3520x1880x1122 **Kerb weight** 595kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 turbo	320	162	2.8	na	na

Nomad **0dr open** **£37,549** ★★★★★

Well inside the top 10 list of our favourite cars. A revelation and a riot to drive. **LxWxH** 3215x1850x1425 **Kerb weight** 670kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.4 K24 i-VTEC	235	125	3.4	na	na

ASTON MARTIN

Vantage **2dr coupé/2dr open** **£133,920–£165,420** ★★★★⯪

The faster, cleverer, more hardcore entry-level Aston tops its class. **LxWxH** 4465x1942x1273 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	510	190-195	3.6-3.8	25.7	264
4.0 V8 F1 Edition	535	195	3.6	24.3	264

DB11 **2dr coupé/2dr open** **£166,070–£180,420** ★★★★★

The stunning replacement for the already seductive DB9 is tyre-shreddingly good. **LxWxH** 4739x2060x1279 **Kerb weight** 1875kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	528	192	4.0	25.1	254
5.2 V12 AMR	630	208	3.7	21.1	303

DBS **2dr coupé/open** **£259,420–£279,920** ★★★★★

Effortlessly fast, intoxicating to drive: the big Aston is better than ever. **LxWxH** 4712x2146x1280 **Kerb weight** 1693kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.2 V12	715	211	3.4	20.9	306

DBX **5dr SUV** **£174,420–£192,420** ★★★★⯪

Doesn't try to be the biggest, fastest SUV, and may be all the more appealing for it. **LxWxH** 5039x1998x1680 **Kerb weight** 2245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	550	181	4.5	19.8	323
4.0 V8 DBX 707	697	193	3.3	19.9	323

AUDI

A1 Sportback **5dr hatch** **£20,665–£28,900** ★★★⯪☆

Quite pricey, but a rounded car with plenty of rational appeal. **LxWxH** 4029x1746x1418 **Kerb weight** 1105kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 25 TFSI	94	118	10.8	48.7-50.4	128-133
1.0 30 TFSI	114	126	9.5	46.3-51.4	124-139
1.5 35 TFSI	148	137	7.7	44.1-44.8	142-145

A3 Sportback **5dr hatch** **£26,045–£48,455** ★★★★☆

Bolder design and improved dynamics make the A3 stand out more than ever. **LxWxH** 4343x1816x1425 **Kerb weight** 1220kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 30 TFSI	108	127	10.6	48.7-51.4	125-132
1.5 35 TFSI	148	139	8.7	46.3-50.4	128-138
2.0 40 TFSI quattro	201	150	6.9	38.7-40.4	159-166
2.0 40 TFSIe	201	141	7.6	235.4	29
2.0 45 TFSIe	242	144	6.8	235.4	29
2.0 S3 quattro	308	155	4.8	34.4-34.9	183-186
2.0 30 TDI	113	128	10.1	61.4-64.2	115-122
2.0 35 TDI	148	142	8.3	56.5-62.8	112-130
2.0 40 TDI quattro	198	151	6.8	47.9-50.4	148-155

A3 Saloon **4dr saloon** **£28,010–£49,020** ★★★★☆

Undercuts the case to own an A4. Upmarket interior and good to drive. **LxWxH** 4495x1984x1425 **Kerb weight** 1225kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 30 TFSI	108	130	10.6	50.4-51.4	124-128
1.5 35 TFSI	148	144	8.7	47.9-50.4	127-134
2.0 40 TFSI quattro	201	154	7.0	39.2-40.9	157-165
2.0 S3 quattro	308	155	4.8	35.3-36.2	178-181
2.0 30 TDI	116	130	10.1	62.8-64.2	114-119
2.0 35 TDI	148	142	8.3	58.9-67.3	111-127
2.0 40 TDI quattro	198	155	6.8	48.7-51.4	145-152

A4 **4dr saloon** **£34,565–£59,830** ★★★★☆

High quality and competent but leaves the dynamic finesse to its rivals. **LxWxH** 4726x1842x1427 **Kerb weight** 1320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	140	8.6	40.9-46.3	141-155
2.0 40 TFSI	201	155	7.3	40.9-44.8	143-156
2.0 45 TFSI quattro	242	155	5.6	34.9-35.3	181-184
2.0 30 TDI	132	133	9.5	50.4-55.4	133-146
2.0 35 TDI	148	142	8.9	50.4-55.4	133-146
2.0 40 TDI quattro	187	146	7.4	50.4-54.3	137-148
3.0 S4 TDI	341	155	4.6	40.4-40.9	185-187

A4 Avant **5dr estate** **£35,965–£87,795** ★★★★☆

Classy and demure estate lacks the dynamic sparkle of rivals. **LxWxH** 4725x1842x1434 **Kerb weight** 1370kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	137	9.2	39.8-44.8	143-162
2.0 40 TFSI	201	146	7.3	39.8-43.5	147-162
2.0 45 TFSI quattro	242	155	6.0	33.6-34.4	187-191
3.0 V6 TFSI RS4 Avant	448	155-180	4.1-3.9	28.1-28.2	220-226
2.0 30 TDI	132	131	9.8	49.6-54.3	137-150
2.0 35 TDI	148	132	9.2	49.6-54.3	137-150
2.0 40 TDI quattro	201	143-144	7.1	47.9-52.3	144-156
3.0 50 TDI Allroad quattro	282	155	5.3	38.2	181
3.0 S4 TDI quattro	342	155	4.7	39.2-39.8	181-193

A5 **2dr coupé** **£40,545–£91,750** ★★★★☆

Refreshed coupé gets a sharper look and a refreshed interior. Still mundane to drive. **LxWxH** 4673x1846x1371 **Kerb weight** 1390kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	140	8.9	41.5-45.6	141-154
2.0 40 TFSI	201	150	7.1	41.5-47.1	141-154
2.0 45 TFSI quattro	242	155	4.8	34.9-38.8	180-184
2.9 V6 TFSI RS5 quattro	448	174	3.9	29.1	220
2.0 35 TDI	163	162	8.2	51.4-55.4	133-144
2.0 40 TDI quattro	201	146	6.9	50.4-54.3	135-146
3.0 V6 S5 TDI quattro	339	155	4.6	39.2-40.4	184-188

A5 Sportback **5dr coupé** **£40,545–£91,750** ★★★★☆

Refined, good-looking four-door coupé is sadly short on charm and finesse. **LxWxH** 4733x1843x1386 **Kerb weight** 1425kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	139	9.1	40.9-44.8	144-158
2.0 40 TFSI	201	150	7.2	40.9-44.8	143-158
2.0 45 TFSI quattro	242	155	5.6	34.4-35.3	183-187
2.9 V6 TFSI RS5 quattro	448	174	3.9	28.5-28.8	222-224
2.0 35 TDI	148	135	8.4	50.4-54.3	135-147
2.0 40 TDI quattro	201	146	7.6	49.6-54.3	137-149
3.0 S5 TDI quattro	345	155	4.6	39.8-40.4	183-187

A6 **4dr saloon** **£40,905–£81,340** ★★★★☆

Supremely well constructed but a bit soulless to drive. A smart office on wheels. **LxWxH** 4939x1886x1457 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 40 TFSI	201	152	7.3	37.7-39.2	163-171
2.0 45 TFSI quattro	242	155	6.0	35.3-37.2	172-182
2.0 50 TFSIe quattro	299	155	6.2	217.3	31
3.0 55 TFSI quattro	335	155	5.1	32.8-34.9	184-196
2.0 40 TDI	201	152	8.1	47.9-51.4	145-155
2.0 40 TDI quattro	201	153	7.6	45.6-47.9	155-163
3.0 50 TDI quattro	282	155	5.5	38.7-40.4	183-191
3.0 S6 TDI quattro	344	155	5.0	36.2	203-205

A6 Avant **5dr estate** **£43,055–£130,050** ★★★★☆

A capable and high-tech throwback that's a timely reminder of what Audi does best. **LxWxH** 4939x1886x1467 **Kerb weight** 1710kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 40 TFSI	201	149	7.5	36.2-38.2	168-178
2.0 45 TFSI quattro	242	155	6.2	34-36.2	177-189
2.0 50 TFSIe quattro	294	155	6.2	217.3	31
4.0 RS6 quattro	596	155-174	3.6	21.9-22.6	283-294
2.0 40 TDI	201	149	8.3	45.6-49.6	150-162
2.0 40 TDI quattro	201	150	7.6	44.1-46.3	159-167
3.0 S6 TDI quattro	344	155	5.1	35.3	209

A7 Sportback **5dr coupé** **£55,115–£133,705** ★★★⯪☆

Easy on the eye and to live with, but let down by stolid dynamics. **LxWxH** 4969x1908x1422 **Kerb weight** 1880kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 45 TFSI quattro	242	155	6.2	35.3-36.2	177-183
2.0 50 TFSIe quattro	294	155	6.3	134.5-141.2	46-47
4.0 RS7 quattro	596	155-174	3.6	22.2-23.0	280-287
2.0 40 TDI	201	152	8.3	47.9-49.6	150-156
2.0 40 TDI quattro	201	155	7.0	45.6-47.1	158-163
3.0 S7 TDI quattro	344	155	5.1	35.3-35.8	205-208

A8 **4dr saloon** **£76,135–£118,830** ★★★★☆

Technical tour de force benefits from Audi's knack of making very good limousines. **LxWxH** 5172x1945x1473 **Kerb weight** 1920kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 55 TFSI quattro	335	155	5.6	28.2-29.4	206-212
3.0 55 TFSI quattro LWB	335	155	5.7	28.2-29.1	219-228
3.0 60 TFSIe quattro	449	155	4.9	100.9-113.0	57-64
3.0 50 TDI quattro	282	155	5.9	38.7-40.9	180-192
3.0 50 TDI quattro LWB	282	155	5.9	38.2-40.4	182-193

E-tron GT **4dr saloon** **£84,000–£137,390** ★★★★⯪

Combines striking looks with a high-class interior and never feels short of pace. **LxWxH** 4989x2158x1396 **Kerb weight** 2276kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
quattro 93kWh	528	152	4.1	296	0
RS quattro 93kWh	637	155	3.3	283	0

Q2 **5dr SUV** **£25,580–£48,175** ★★★★☆

Audi's smallest SUV is a decent stepping stone from the A3 to the Q range. **LxWxH** 4191x1794x1508 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 30 TFSI	108	122	11.2	44.8-47.1	135-143
1.5 35 TFSI	148	131	8.6	42.2-44.8	142-151
2.0 SQ2 TFSI	298	155	4.9	32.8-33.2	192-195

Q3 **5dr SUV** **£32,225–£64,755** ★★★⯪☆

Typically refined and competent but feels more like an A3 than an Audi SUV. **LxWxH** 4388x1831x1608 **Kerb weight** 1385kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 35 TFSI	148	128-131	9.2-9.6	38.7-42.2	153-166
2.0 40 TFSI quattro	187	136	7.4	31.0-32.5	197-207
2.0 45 TFSI quattro	243	147	5.8	31.0-31.7	195
2.0 45 TFSIe	243	130	7.3	141.2	44-45
2.5 RS Q3 quattro	396	155	4.5	27.7-28.8	217-227
2.0 35 TDI	148	128	9.3	47.9-49.6	150-154
2.0 35 TDI quattro	148	131	9.3	39.2-40.9	133-139
2.0 40 TDI quattro	197	139	7.3	37.7-40.4	173

Q3 Sportback **5dr SUV** **£35,025–£65,905** ★★★⯪☆

A more sporting take on the compact SUV, with similarly stable handling. **LxWxH** 4500x1856x1567 **Kerb weight** 1460kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 35 TFSI	148	126	9.6	39.2-41.5	153-166
2.0 40 TFSI quattro	187	136	7.4	30.7-32.1	197-207
2.0 45 TFSI quattro	243	147	5.8	32.5-32.8	195
2.0 45 TFSIe	243	130	7.3	141.2	44-45
2.5 RS Q3 quattro	396	155	4.5	27.7-28.5	223-231
2.0 35 TDI	148	126	9.3	48.7-51.4	14552
2.0 35 TDI quattro	148	131	9.3	40.4-44.8	133-139
2.0 40 TDI quattro	197	139	7.3	38.2-39.8	173

Q4 E-tron **5dr SUV** **£49,930–£62,505** ★★★⯪☆

Practical, pleasant and efficient – if not quite a superior premium product. **LxWxH** 4588x2108x1632 **Kerb weight** 1890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
35 125k	168	99	9.0	201	0
40 150kW	201	99	8.5	307	0
50 quattro 220kW	296	111	6.2	298	0

Q4 E-tron Sportback **5dr SUV** **£51,430–£64,005** ★★★⯪☆

Fastback variant of Audi's mainstream electric SUV is agile and terrifically refined. **LxWxH** 4588x2108x1614 **Kerb weight** 1895kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
35 125kW	168	99	9.0	211	0
40 150kW	201	99	8.5	318	0
50 quattro 220kW	296	111	6.2	302	0

Q5 **5dr SUV** **£47,795–£75,395** ★★★★☆

Appealing combination of Audi allure, affordable SUV practicality and attractiveness. **LxWxH** 4663x1893x1659 **Kerb weight** 1720kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 45 TFSI quattro	242	147	6.4	31.0-33.6	191-206
2.0 50 TFSIe quattro	249	148	6.1	128.4	49
2.0 40 TDI quattro	187	136	8.1	41.5-44.8	165-179
3.0 SQ5 TDI quattro	344	155	5.1	32.8-34.4	216-224

Q5 Sportback **5dr SUV** **£50,245–£77,845** ★★★⯪☆

Reduced accommodation and practicality, but still a refined and solid steer. **LxWxH** 4689x1893x1660 **Kerb weight** 2010-2150kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 45 TFSI quattro	263	149	6.1	31.7-33.6	192-202
2.0 50 TFSIe quattro	297	148	6.1	176.6-188.3	36-38
2.0 40 TDI quattro	201	137	7.6	42.2-44.8	166-176
3.0 SQ5 TDI quattro	336	155	5.1	33.2-34.4	216-222

Q7 **5dr SUV** **£60,820–£100,840** ★★★★☆

Unengaging to drive and light on feel, but the cabin is both huge and classy. **LxWxH** 5052x1968x1740 **Kerb weight** 2060kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 55 TFSI quattro	338	155	5.9	25.4-27.4	233-253
3.0 V6 55 TFSIe quattro	376	149	5.9	108.6-113	56-58
4.0 SQ7 quattro	500	155	4.1	29.4-30.1	232
3.0 V6 45 TDI quattro	228	142	7.3	32.1-34.0	217-230
3.0 V6 50 TDI quattro	282	150	6.5	32.1-34.0	217-230

Q8 **5dr SUV** **£71,635–£129,965** ★★★★☆

Striking and effective coupé-SUV range-topper leaves us wanting more. **LxWxH** 4986x1995x1705 **Kerb weight** 2145kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 55 TFSI quattro	335	155	5.9	25.9-26.4	243-248
3.0 V6 55 TFSIe quattro	381	149	5.8	94.2	67-68
3.0 V6 60 TFSIe quattro	462	149	5.4	94.2-97.4	66-68
4.0 SQ8 quattro	503	155	4.1	31.0-31.7	234-239
4.0 V8 RS Q8 quattro	592	155	3.8	20.2-20.5	314-318
3.0 V6 50 TDI quattro	282	150	6.1	32.8-33.2	222-226

Q8 E-tron **5dr SUV** **£67,800–£114,500** ★★★★⯪

A rounded, uber-luxurious addition to the premium EV niche. **LxWxH** 4901x1935x1629 **Kerb weight** 2490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
50 quattro 95kWh	335	124	6.8	190	0
55 quattro 114kWh	408	124	5.6	237	0
SQ8 quattro 114kWh	503	130	4.5	223	0

Q8 E-tron Sportback **5dr SUV** **£70,300–£117,000** ★★★★⯪

Quick and classy EV builds on the solid foundations of its more upright sibling. **LxWxH** 4901x1935x1616 **Kerb weight** 2480kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
50 quattro 95kWH	335	118	6.0	192	0
55 quattro 114kWh	403	124	5.6	242	0
SQ8 quattro 114kWh	503	130	4.5	224	0

TT **2dr coupé** **£35,415–£87,650** ★★★★☆

Still serves up plenty of pace, style and usability for the money. It's better to drive, too. **LxWxH** 4191x1966x1376 **Kerb weight** 1365kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 40 TFSI	194	155	6.6	40.4-41.5	154-158
2.0 45 TFSI	242	155	5.8-5.9	38.7-39.2	162-167
2.0 45 TFSI quattro	242	155	5.2	34.9-35.8	180-184
2.0 50 TFSI quattro TTS	302	155	4.5	34.9-35.3	180-183
2.5 TT RS quattro	395	155	3.7	30.7	208-210

TT Roadster **2dr open** **£37,165–£72,050** ★★★★☆

Plenty of pace and driver reward, along with prestige and design-icon style. **LxWxH** 4191x1966x1355 **Kerb weight** 1455kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 40 TFSI	194	155	6.9	39.2-40.4	159-163
2.0 45 TFSI	242	155	6.0-6.1	37.2-38.2	168-172
2.0 45 TFSI quattro	242	155	5.5	33.6-34.4	185-190
2.0 50 TFSI quattro TTS	302	155	4.8	34.0-34.4	185-188
2.5 TT RS quattro	395	155	3.9	29.7-30.1	214-215

R8 **2dr coupé** **£134,805–£170,910** ★★★★☆

Usable but no less involving or dramatic for it. V10 is deliciously brutal. **LxWxH** 4426x1940x1240 **Kerb weight** 1590kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.2 V10 RWD	538	201	3.7	22.2	288
5.2 V10 quattro	567	201	3.4	21.9	294
5.2 V10 Performance q'tro	610	205	3.1	21.7	295-296

R8 Spyder **2dr open** **£144,155–£180,260** ★★★★☆

Taking the roof off the R8 enhances the drama tenfold. **LxWxH** 4426x1940x1245 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.2 V10 RWD	538	200	3.8	20.9	307
5.2 V10 quattro	567	200	3.5	20.5	313
5.2 V10 Performance q'tro	610	204	3.2	20.3	315

BAC

Mono **0dr open** **£165,125** ★★★★⯪

An F-22 Raptor for the road, only significantly better built. **LxWxH** 3952x1836x1110 **Kerb weight** 580kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 VVT	305	170	2.8	na	na

BENTLEY

Continental GT **2dr coupé** **£201,020–£260,120** ★★★★☆

Refined and improved in every area, making the Conti a superb grand tourer. **LxWxH** 4850x1966x1405 **Kerb weight** 2244kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	542	198	4.0	23.9	268
6.0 W12 Speed	626	207	3.6	20.8	308

Continental GTC **2dr open** **£220,720–£285,920** ★★★★⯪

Immensely capable and refined open-top cruiser with effortless performance. **LxWxH** 4850x2187x1399 **Kerb weight** 2414kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	542	198	4.1	23.3	275
6.0 W12 Speed	626	207	3.7	20.2	336

Flying Spur **4dr saloon** **£170,720–£204,420** ★★★★⯪

New from the ground up, with the looks and technology of a class winner. **LxWxH** 5316x1879x1483 **Kerb weight** 2437kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 Hybrid	536	177	4.3	na	na
4.0 V8	548	198	4.1	22.2	288
6.0 W12	632	207	3.8	19.1	337

Bentayga **5dr SUV** **£155,665–£213,720** ★★★★⯪

Crewe's first attempt at an SUV remains ahead of most luxury rivals. **LxWxH** 5140x1998x1742 **Kerb weight** 2505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 Hybrid	448	158	5.5	83.1	82
4.0 V8	542	171	4.5	21.7	302

BMW

1 Series **5dr hatch** **£27,825–£36,810** ★★★★⯪

May not drive like a traditional BMW but delivers on upmarket hatch values. **LxWxH** 4319x1799x1434 **Kerb weight** 1365kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
118i	138	132	8.5	46.3-47.1	130-134
128ti	261	155	6.1	40.9	157
M135i xDrive	302	155	4.8	36.2	177
116d	114	124	10.1-10.3	60.1-62.8	119-123
118d	148	134	8.4-8.5	58.9-60.1	123-127
120d	187	144	7.3	55.4-57.6	129-133

2 Series Coupé **2dr coupé** **£36,710–£64,315** ★★★★⯪

Takes everything positive about its predecessor and refines it further. **LxWxH** 4537x2068x1390 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
220i	184	147	7.5	44.1	145
230i	242	155	5.9	42.8	151
M240i xDrive	374	155	4.3	34.4	186
M2	454	155	4.3	29.1	220
220d	188	147	6.9	60.1	122

2 Series Gran Coupé **4dr saloon** **£29,890–£42,300** ★★★☆☆

Blends 1 Series platform with rakish looks, but lacks the coupé's driver appeal. **LxWxH** 4526x1800x1420 **Kerb weight** 1350kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
218i	138	134	8.7	46.3-47.1	136-138
220i	178	148	7.1	46.3-47.1	136-139
M235i xDrive	302	155	4.9	37.2	172
218d	148	138	8.6	58.9-60.1	123-125
220d	188	148	7.5	56.5-57.6	129-131

2 Series Active Tourer **5dr hatch** **£32,135–£44,265** ★★★★☆

Proves there's still a place for the MPV in this SUV-led world. **LxWxH** 4354x1800x1555 **Kerb weight** 1545kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
220i	154	137	8.1	47.1-47.9	135-137
223i	201	150	7.0	45.6-46.3	138-140
225e xDrive	241	121	6.7	na	na
230e xDrive	321	127	5.5	na	na
218d	148	137	8.8	57.6-58.9	127-129

3 Series 4dr saloon £38,990–£82,665 ★★★★★

Latest 3 Series has a growth spurt, but size is no obstacle for an engaging drive. **LxWxH** 4709x1827x1442 **Kerb weight** 1450kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
320i	181	146	7.1	44.1	144-146
320i xDrive	181	142	7.6	41.5-42.2	153-154
330i	254	155	5.8	40.9-42.8	150-156
330e	288	143	5.9	188.3-201.8	37-38
330e xDrive	288	143	5.9	na	na
M340i xDrive	369	155	4.4	34.9	185
M3 Competition	503	155	3.9	28.8	223
M3 xDrive Competition	503	155	3.5	28.2	228
318d	148	132	8.3-8.4	52.6-62.8	117-129
320d	187	146	6.8-7.1	56.5-60.1	124-131
320d xDrive	187	144	6.9	54.3-56.5	130-136
330d	263	155	5.5	47.1-49.6	150-156
330d xDrive	263	155	5.1	47.1	157-158
M340d xDrive	338	155	4.6	46.3	160

3 Series Touring 5dr estate £41,000–£85,165 ★★★★½

Towering everyday appeal. Arguably the best all-rounder sensible money can buy. **LxWxH** 4620x1811x1430 **Kerb weight** 1565kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
320i	181	143	7.5	42.2	152-153
330i	254	155	5.9	39.2-40.9	156-163
330e	292	143	5.9	176.6-201.8	32-37
330e xDrive	292	140	5.9	156.9-176.6	37-42
M340i xDrive	371	155	4.5	33.6	191
318d	148	133	8.8	57.6-58.9	126-127
320d	188	142	7.1-7.9	54.3-57.6	115-121
320d xDrive	188	142	7.4	51.4-54.3	136-143
330d	263	140	5.6	45.6-47.1	158-163
330d xDrive	261	155	5.4	43.5-44.8	166-171
M340d xDrive	340	155	4.8	44.8	165
M3 xDrive Competition	503	155	3.6	na	235

4 Series Coupé 2dr coupé £42,745–£128,225 ★★★★☆

A rounded, engaging and potent coupé let down only by its looks. **LxWxH** 4768x2081x1390 **Kerb weight** 1590kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
420i	181	149	7.5	42.2-44.1	146-151
430i	254	155	5.8	40.4-42.2	153-159
M440i xDrive	369	155	4.5	36.7	175
M4 Competition	503	155	3.9	28.8	228
M4 xDrive Competiton	503	155	3.5	28.2	227
M4 CSL	543	191	3.7	28.5	224

4 Series Convertible 2dr open £48,100–£87,540 ★★★★☆

Fabric-roofed grand tourer has just as much talent as its coupé sibling. **LxWxH** 4768x2081x1384 **Kerb weight** 1715kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
420i	181	147	8.2	40.4-41.5	154-159
430i	242	155	6.2	38.7-40.4	160-165
M440i xDrive	371	155	4.9	35.3	182
M4 xDrive Competition	503	155	3.7	27.7	231

4 Series Gran Coupé 4dr coupé £43,890–£58,480 ★★★★☆

The same impressive package we love from the 3 Series, with added style. **LxWxH** 4783x2073x1442 **Kerb weight** 1825kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
420i	181	146	7.9	41.5	154
430i	242	155	6.2	39.8	160-161
M440i xDrive	371	155	4.7	35.3	182

i4 4dr saloon £56,185–£69,040 ★★★★☆

Fast, refined and with lots of traditional appeal to convert sceptics. **LxWxH** 4783x1852x1448 **Kerb weight** 2215kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
eDrive40	338	118	5.7	352-365	0
M50	542	140	3.9	318	0

5 Series 4dr saloon £42,580–£109,615 ★★★★½

The perfect compromise between the comfy E-Class and dynamic XF, and then some. **LxWxH** 4936x2126x1479 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
520i	181	146	7.8	44.8-45.6	142-145
530e	288	146	5.9	117.7-128.4	32-43
530e xDrive	288	146	5.9	134-166	38-48
545e xDrive	394	155	3.8	128-134	49-51
M550i xDrive	528	155	3.8	25.9	247
M5 Competition	616	155	3.3	25.4	252
520d	187	147	7.5	57.6-58.9	126-129
520d xDrive	187	144	7.6	54.3-55.4	132-135
530d xDrive	261	155	5.4	51.4-52.3	143-145

5 Series Touring 5dr estate £45,185–£61,055 ★★★★½

The excellent 5 Series made in more practical form. The 520d is still the best. **LxWxH** 4942x2126x1498 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
520i	181	139	8.2	40.4-42.2	152-160
530e	292	140	6.1	156.9-176.6	35-40
530e xDrive	292	140	6.1	134.5-156.9	42-47
540i xDrive	335	155	5.1	34.9-35.8	179-185
520d	187	147	7.8	52.3-55.4	134-142
520d xDrive	187	144	7.9	49.6-52.3	140-148
530d xDrive	261	155	5.6	46.3-47.9	160

7 Series 4dr saloon £102,305–£117,555 ★★★★☆

New mild-hybrid flagship saloon is better in every way than its predecessor. **LxWxH** 5098x1902x1478 **Kerb weight** 1755kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
750e xDrive	482	155	4.8	53.4	na
M760e xDrive	563	155	4.3	na	na

i7 4dr saloon £110,545–£137,230

Tech-laden luxury saloon arrives as new flagship with class-leading comfort. **LxWxH** 5391x1950x1544 **Kerb weight** 2715kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive60	526	149	4.7	na	na

8 Series 2dr coupé/2dr open £81,160–£135,755 ★★★★☆

Has dynamism to spare but not quite the breadth of ability of the best sporting GTs. **LxWxH** 4843x1902x1341 **Kerb weight** 1830kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
840i	335	155	5.0	33.2-33.6	193-194
M850i xDrive	523	155	3.7	24.8-25.2	255-260
M8 Competition	623	155	3.2-3.3	25.2-25.4	252-254

8 Series Gran Coupé 4dr saloon £78,660–£133,255 ★★★★☆

Four-door grand tourer offers greater practicality than its two-door siblings. **LxWxH** 5072x1932x1397 **Kerb weight** 1800kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
840i	335	155	5.2	33.2	194
M850i xDrive	523	155	3.9	24.6	260
M8 Competition	623	155	3.2	25.4	254

X1 5dr SUV £33,775–£46,050 ★★★★☆

Pick of the premium bunch and very spacious, but expensive and not that small **LxWxH** 4500x1845x1642 **Kerb weight** 1655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
sDrive20i	189	138	7.4	40.9	156-157
xDrive20i	189	na	7.7	38.2-38.7	166-167
xDrive23i	201	145	7.4	41.5	153
xDrive 25e	220	118	6.8	na	na
xDrive 30e	321	127	5.6	na	na
sDrive18d	148	126	8.9	55.4	133-134
xDrive 23d	194	140	7.4	56.5	131

iX1 5dr SUV £52,255–£54,960

Not the most engaging to drive, but a seriously comprehensive electric prospect. **LxWxH** 4500x1845x1642 **Kerb weight** 1655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive30	308	112	5.7	na	na

X2 5dr SUV £34,250–£50,100 ★★★★☆

Proves crossovers aren't always worse than the hatchbacks on which they're based. **LxWxH** 4360x1824x1526 **Kerb weight** 1460kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
sDrive18i	138	127	9.6	42.8-43.5	148-150
sDrive20i	189	141	7.7	40.9-41.5	154-156
xDrive20i	189	na	7.6	38.7-39.2	164-166
xDrive25e	220	121	6.8	156.9	40-41
M35i	302	155	4.9	34.4	187

X3 5dr SUV £46,500–£90,795 ★★★★☆

Continues where the last one left off. Dynamically good and more luxurious inside. **LxWxH** 4708x1891x1676 **Kerb weight** 1750kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive20i	181	134	8.3	35.3-35.8	179-181
xDrive30e	288	130	6.1	134.5	51-54
xDrive M40i	355	155	4.8	31.4	204
X3M Competition	503	155	4.1	24.8	261
xDrive20d	187	132	8.0	47.1-47.9	154-156
xDrive30d	261	149	5.8	45.6	161-163
xDrive M40d	321	155	4.9	43.5	171

iX3 5dr SUV £64,165–£67,165 ★★★★☆

All-electric SUV is brisk, agile, versatile and competitive with its closest rivals. **LxWxH** 4584x1852x1640 **Kerb weight** 2185kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
80kWh	282	112	6.8	286	0

X4 5dr SUV £52,395–£92,555 ★★★½☆

Downsized X6 is respectable enough if not lovable, but the X3 is a better option. **LxWxH** 4671x1881x1624 **Kerb weight** 1735kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive M40i	336	155	4.9	31.7	203
X4M Competiton	503	155	4.1	24.8	259
xDrive20d	187	131	8.0	47.1-47.9	161-165
xDrive30d	254	145	5.8	45.6-46.3	159-163
xDrive M40d	322	155	4.9	43.5	169

X5 5dr SUV £65,140–£121,290 ★★★★☆

More capable, convenient, refined and classy SUV that's a more satisfying drive. **LxWxH** 4922x2004x1745 **Kerb weight** 2110kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive40i	335	155	5.5	27.7-28.2	227-231
xDrive45e	282	155	5.6	188.3-235.4	31
xDrive M50i	523	155	4.3	27.3	276
X5M Competition	623	155	3.8	22.1	304
xDrive30d	261	130	6.8	41.5-42.2	175-179
xDrive40d	340	152	5.5	38.7-39.2	192-196

X6 5dr SUV £68,680–£123,990 ★★★½☆

The world's first off-road coupé, but appearances make it difficult to love. **LxWxH** 4909x1989x1702 **Kerb weight** 2065kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive40i	338	155	5.5	28.0-28.5	225-230
xDrive M50i	523	155	4.3	23.5	272
X6 M Competition	623	155	3.8	22.4	287
xDrive30d	254	143	6.7	42.2-42.8	172-176
xDrive40d	340	154	5.5	38.7-39.8	187-191

iX 5dr SUV £69,905–£119,225 ★★★★☆

Comfort-conscious yet strong and athletic. A bold new flagship for BMW's EV family. **LxWxH** 4953x2230x1696 **Kerb weight** 2510kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive40	326	124	6.1	256	0
xDrive50	523	124	4.6	375	0
M60	623	155	3.8	346	0

X7 5dr SUV £85,610–£108,935 ★★★★☆

BMW's largest SUV yet crowns the line-up, but faces strong competition. **LxWxH** 5151x2000x1805 **Kerb weight** 2395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive40i	338	155	6.1	28.7	249-250
xDrive M50i	523	155	4.7	22.1	283-291
xDrive40d	340	152	6.1	36.2	203-204

XM 5dr SUV £145,885 ★★★☆☆

M division's second-ever bespoke car lacks real purpose beyond shock and awe. **LxWxH** 5110x2005x1755 **Kerb weight** 2785kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5dr xDrive	644	155	4.3	188.3	na

Z4 2dr coupé £43,795–£55,570 ★★★★☆

Better to drive than ever but makes a better open-top cruiser than a true sports car. **LxWxH** 4689x1942x1293 **Kerb weight** 1485kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
sDrive20i	195	155	6.6	39.8-40.4	160-161
sDrive30i	255	155	5.4	39.8	161-162
sDrive M40i	338	155	4.6	35.8	181

BMW ALPINA

B3/D3 4dr saloon/5dr estate £63,500–£79,000 ★★★★★

Buchloe's take on 3 Series makes a case for being all the car you could ever need. **LxWxH** 4620x1811x1430 **Kerb weight** 1865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 BiTurbo	488	187	3.7	25.9	229
3.0 D3S	355	168-170	4.6-4.8	37.2	182

B4/D4 4dr saloon/5dr estate £65,700–£79,890

4 series shell combines the B3's engine to make a very compelling package. **LxWxH** 4794x2068x1438 **Kerb weight** 1890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 BiTurbo	488	187	3.7	25.9	229
3.0 D4S	355	168-170	4.8	na	182

B5/D5 4dr saloon/5dr estate £66,275–£99,900 ★★★★☆

Is it the best alternative to an M5? Yes, at least from a practicality viewpoint. **LxWxH** 4956x1868x1466 **Kerb weight** 2015kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.4 V8 BiTurbo	599	200-205	3.4-4.6	23.5	263
3.0 D5S	347	171	4.8	42.2	199

B7 4dr saloon £126,000 ★★★★☆

A 7 Series with a power boost gives BMW a worthy challenger to the AMG S-Classes. **LxWxH** 5250x1902x1491 **Kerb weight** 2060kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.4 V8 BiTurbo	599	205	3.6	24.4	264

B8 Gran Coupé 4dr saloon £136,500 ★★★★☆

Superbly rounded, but lacking some of the dynamism implied by its looks. **LxWxH** 5090x1930x1430 **Kerb weight** 2140kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.4 V8 BiTurbo	621	201	3.4	25.4	270

XD3 5dr SUV £70,075 ★★★★☆

Pleasant BMW SUV impressively enhanced with the usual Alpina toolkit. **LxWxH** 4732x1897x2015 **Kerb weight** 2015kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 BiTurbo	330	158	4.9	31.4	173

XB7 5dr SUV £137,000 ★★★★☆

Huge power and impressive luxury credentials, but can't justify the hefty price jump. **LxWxH** 5151x2218x1797 **Kerb weight** 2655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.4 V8 BiTurbo	621	180	4.2	23.5	274

BYD

Atto 3 5dr SUV £37,045 ★★★★☆

Solid electric family SUV with good refinement and a characterful interior. **LxWxH** 4455x1875x1615 **Kerb weight** 1750kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
60kWh	201	99	7.3	261	0

CATERHAM

Seven 2dr open £24,490–£54,990 ★★★★½

The 360 is the sweet spot, giving the Seven just the right hit of performance. **LxWxH** 3100x1575x1090 **Kerb weight** 490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
660cc Suzuki 170	84	105	6.9	58.4	109
2.0 Duratec 360	180	130	4.8	na	na
2.0 Duratec 420	210	136	3.8	na	na
2.0 Supercharged 620S	310	145	3.4	na	na
2.0 Supercharged 620R	310	155	2.8	na	na

CHEVROLET

Corvette 2dr coupé/2dr open £77,320–£89,530 ★★★★☆

Mid-engined chassis brings handling smarts the 'Vette has never known the likes of. **LxWxH** 4634x1935x1235 **Kerb weight** 1655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.2 V8	475	185	3.5	23.3	277

CITROEN

Ami 2dr quadricycle £7695–£8695

Incredibly slow and basic but full of character and will perfectly suit some use cases. **LxWxH** 2410x1390x1520 **Kerb weight** 471kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6kW 5.5kWh	8	28	na	43	0

C3 5dr hatchback £13,995–£22,790 ★★★½☆

Funky, fresh look gives a lease of life, shame that underneath isn't the same. **LxWxH** 3996x1749x1474 **Kerb weight** 976kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 82	79	107	12.8	51.3	130-131
1.2 PureTech 110	107	117	9.3	52.3	129-131
1.5 BlueHDi 100	96	115	10.6	67.0	117-118

C3 Aircross 5dr hatchback £20,745–£25,675 ★★★½☆

Funky-looking C3 gets a jacked-up, rugged SUV look. **LxWxH** 4155x1765x1637 **Kerb weight** 1088kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 110	107	115	11.3	51.5	141-143
1.2 PureTech 130	127	124	10.4	47.3	150
1.5 BlueHDi 100	96	109	12.8	62.7	126-128

C4 5dr hatchback £22,060–£35,495 ★★★☆☆

Interesting to look at but soft and unrewarding to drive. Electric ë-C4 is better. **LxWxH** 4355x1800x1525 **Kerb weight** 1247kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech	99	114	11.3	54.8	116
1.2 PureTech 130	128	130	8.9-9.4	50.2-54.7	117-127
1.2 PureTech 155	153	129	8.5	48.8	131
1.5 BlueHDi	108	120	10.9	68.7-69.1	114-115
1.5 BlueHDi 130	129	128	9.5	64.5-64.9	114-115
ë-C4 50kWh	134	93	9.7	227	0

C5 Aircross 5dr SUV £27,790–£38,375 ★★★½☆

Smooth-riding SUV has an easy-going nature, but not the most dynamic. **LxWxH** 4500x1859x1670 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	128	117	10.5	44.2	149-151
1.6 PureTech 225 PHEV	223	140	8.7	184.0	50
1.5 BlueHDI 130	129	117	10.4	57.3	138-139

C5 X 5dr SUV £28,670–£40,210 ★★★★☆

An unconventional take on the conventional that brings comfort to the fore. **LxWxH** 4805x1865x1485 **Kerb weight** 1418kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech	107	108	11.5	45.8	136
1.5 HDI	99	109	14.1-14.9	57.4	135
1.5 HDI	127	114	11	54.2	142

Berlingo 5dr MPV £24,005–£29,065 ★★★★½

Boxy, quirky van-based car returns to top form in its third iteration in two decades. **LxWxH** 4403x2107x1844 **Kerb weight** 1540kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	128	130	10.4	48.6	136
1.6 PureTech 180	181	143	8.1	43.9	147
1.6 PureTech 225 PHEV	223	145	7.8	186-236	30-34

ë-Berlingo 5dr MPV £32,315–£35,035 ★★★☆☆

New electric version of venerable people carrier is suddenly the only one available. **LxWxH** 4403x1921x1849 **Kerb weight** 2440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
50kWh	136	84	9.0	182	0

CUPRA

Born 5dr hatch £36,475–£43,735 ★★★½☆

Electric hot hatch shows promise and annoyance in equal measure. **LxWxH** 4322x1809x1540 **Kerb weight** 1736kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
58kWh	201	99	7.3	262-263	0
77kWh	226	99	6.6-7	339	0

Leon 5dr hatch £29,515–£40,790 ★★★½☆

PHEV makes for a confused take on the hot hatch. ICE versions are more enjoyable. **LxWxH** 4398x1799x1467 **Kerb weight** 1596kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI	148	133	8.9	47.9	134
1.4 eHybrid	241	140	6.7	217.3	30-32
2.0 TSI	242	155	6.4	39.2	162-163
2.0 TSI 300	298	155	5.7	37.2	171-172

Leon Estate 5dr estate £30,875–£43,595 ★★★★☆

More practical version of the most potent Leon blows as hot and cold as the hatch. **LxWxH** 4657x1799x1463 **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1,5 TSI	148	134	9.2	47.1	136
1.4 eHybrid	241	140	7	201.8	31-34
2.0 TSI 310	306	155	4.9	32.8-34.4	186

Ateca 5dr hatch £41,380–£47,015 ★★★½☆

First model from Seat's stand-alone performance brand has decent pace and precision. **LxWxH** 4376x1841x1615 **Kerb weight** 1615kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 TSI 300	296	153	5.2	32.5	197

Formentor 5dr SUV £30,205–£46,210 ★★★★☆

Bespoke-to-Cupra SUV delivers a well-rounded, sure-footed and rewarding drive. **LxWxH** 4450x1839x1511 **Kerb weight** 1569kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI 150	148	127	8.9	43.5-44.8	143-148
2.0 TSI 190	188	137	7.1	36.2-37.7	171-176
1.4 eHybrid 204	201	127	7.8	201.8-235	33-37
1.4 eHybrid 245	242	130	7.0	176.6-188	33-35
2.0 TSI 310	310	155	4.9	32.8-33.2	193-194

DACIA

Sandero 5dr hatch £12,995–£14,495 ★★★★☆

Still as cheap, remarkably likeable and usable as most recent superminis. **LxWxH** 4088x1848x1499 **Kerb weight** 1130kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TCe	90	111	11.7	53.3	120
1.0 TCe Bi-Fuel	99	114	11.6	52.3	123

Sandero Stepway 5dr hatch £14,395–£16,935 ★★★½☆

A more expensive and slightly more rugged cheap car - but still limited. **LxWxH** 4099x1848x1535 **Kerb weight** 1040kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TCe	88	107	12	50.4	127
1.0 TCe 100 Bi-Fuel	99	109	11.9	48.7	130-131

Duster 5dr SUV £15,795–£23,245 ★★★★☆

A value champion. If cheap family transport is what you require, the Duster delivers. **LxWxH** 4341x2052x1633 **Kerb weight** 1189kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TCe 90	89	103	13.5	46.3	139
1.3 TCe 130	128	120	10.6	45.6	141
1.3 TCe 150	148	125	9.7	44.8	143
1.0 TCe 100 Bi-Fuel	99	106	14.4	na	146
1.5 dCi 115	113	113	10.3	57.7	128
1.5 dCi 115 4x4	113	108	12.1	51.4	143

Jogger 5dr MPV £17,145–£23,395 ★★★★½

A real reason for families to flock to Dacia dealers. Basic to drive but very versatile. **LxWxH** 4547x1848x1632 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TCe	107	114	11.2	49.6	130-131

DAVID BROWN AUTOMOTIVE

Speedback GT 3dr coupé £620,000 ★★★★☆

Classic looks are matched with lovely drive thanks to modern Jaguar hardware. **LxWxH** 4760x1860x1350 **Kerb weight** 1800kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5.0 V8 Auto	601	155	4.8	23.0	292

DS

3 5dr SUV £25,900–£34,000 ★★★½☆

First foray into compact SUVs comfortably competes with more established rivals. **LxWxH** 4118x1802x1534 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 100	98	112	10.9	80.4	127
1.2 PureTech 130	128	124	9.2	47.1	141
1.2 PureTech 155	153	129	8.2	46.6-52.0	127-143
1.5 BlueHDI 100	98	112	11.4	62.7	123
50kWh E-Tense	132	93	8.7	191-206	0

4 5dr hatch £28,330–£48,250 ★★★★☆

Lavish, high-riding hatchback gets serious about chasing premium German rivals. **LxWxH** 4400x2061x1470 **Kerb weight** 1352kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	128	130	9.3	41.4-48.6	132
1.6 PureTech 180	177	143	8.0	43.9	145
1.6 PureTech 225	223	146	7.9	43.7	146
1.6 E-Tense 225	223	145	7.7	176-232	27-35
1.5 BlueHDI 130	128	129	10.9	51.4-61.2	121-144

7 5dr SUV £40,660–£62,940 ★★★½☆

DS's first premium SUV certainly has the right price tag, equipment and appeal. **LxWxH** 4570x1895x1620 **Kerb weight** 1420kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	129	122	10.2	42.2-46.0	143-152
1.6 PureTech 180	178	137	8.3	42.2	152
1.6 E-Tense 225	223	140	8.9	157-176	36-41
1.6 E-Tense 4x4 300	295	149	5.9	176.6-201.8	32-40
1.5 BlueHDi 130	128	121	11.7	54.1-55.3	143

9 5dr saloon £52,900–£63,315 ★★★★☆

New flagship is a refreshing alternative to the usual German executives. **LxWxH** 4934x2079x1460 **Kerb weight** 1540kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 PureTech 225	223	146	8.1	40.9	155
1.6 E-Tense 225	223	149	8.3	176-256	33-35
1.6 E-Tense 4x4	356	155	5.6	176-256	41-43

FERRARI

Portofino M 2dr open £166,295 ★★★★☆

The entry-level Ferrari has the power, the looks and the touring ability. **LxWxH** 4586x1938x1318 **Kerb weight** 1664kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.9T V8	591	199	3.5	14.7-28.0	230-436

Roma 2dr coupé £175,000 ★★★★½

Gorgeous coupé is a proper grand tourer with a focus on usability. **LxWxH** 4656x1974x1301 **Kerb weight** 1570kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.9T V8	612	199	3.4	14.7-28.0	230-436

296 GTB 2dr coupé £241,550 ★★★★★

Latest in a line of fabulous Ferraris gains EV ability but loses nothing in return. **LxWxH** 4656x1974x1301 **Kerb weight** 1470kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0T V6	819	205	2.9	44.1	149

F8 Tributo 2dr coupé/open £203,476 ★★★★★

The last hurrah for the pure internal combustion V8-powered mid-engined Ferrari. **LxWxH** 4611x1979x1206 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.9T V8 Tributo	710	211	2.9	21.9	292

812 Superfast 2dr coupé/open £263,098–£446,970 ★★★★★

More powerful than the F12, but with better road manners making it the star of the range. **LxWxH** 4657x1971x1276 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.5 V12	777	211	2.9	11.2-20.0	320
6.5 V12 Competizione	819	211	2.9	13.9	385

SF90 Stradale 2dr coupé/open £400,000 ★★★★★

Plug-in hybrid doesn't do things conventionally. A 986bhp technical masterpiece. **LxWxH** 4710x1972x1186 **Kerb weight** 1570kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0T V8	986	211	2.5	46.3	154

FIAT

Panda 5dr hatch £14,745–£17,745 ★★★½☆

Hasn't kept pace with its rivals, but sells robust, practical charm better than most. **LxWxH** 3653x1643x1551 **Kerb weight** 940kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
0.9 Twinair 85	83	103-110	11.2-12.1	37.2	166-168
1.0 Mild Hybrid	69	96	14.7	50.4-52.3	126-132

500 3dr hatch/2dr open £16,775–£20,925 ★★★½☆

Super-desirable, cute city car. Pleasant, if not involving to drive. **LxWxH** 3571x1627x1488 **Kerb weight** 865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 Mild Hybrid	69	104	13.8	53.3	119-121

500 Electric 3dr hatch/2dr open £28,195–£37,195 ★★★★☆

Shows that small EVs can be viable and can also be fun - to look at, to sit in and to drive. **LxWxH** 3571x1627x1488 **Kerb weight** 865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
Electric 24kWh	95	84	9.5	118	0
Electric 42kWh	118	93	9.0	199	0

Tipo 5dr hatch £28,725–£29,225 ★★★½☆

A '90s reboot that has been on a diet. Decent to drive and ample interior space. **LxWxH** 4368x1792x1495 **Kerb weight** 1195kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Hybrid	124	128	9.3	54.3	119

500X 5dr hatch £22,995–£29,995 ★★★½☆

Familiar styling works rather well as a crossover. Drives okay, too. **LxWxH** 4248x1796x1600 **Kerb weight** 1295kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0	118	119	10.7	44,8-46.3	141-143
1.5 Hybrid	124	121	9.4	49.5	129-134

FORD

Fiesta 3dr/5dr hatch £19,330–£27,320 ★★★★½

Dynamically superb and continues the Fiesta legacy. No longer the class leader, though. **LxWxH** 4040x1735x1476 **Kerb weight** 1113kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.1 75	73	103	14.5	53.3	120
1.0 Ecoboost 100	98	112	10.8	53.3	125
1.0 Ecoboost MHEV 125	123	126	9.4	56.5	114
1.5T Ecoboost 200 ST	197	144	6.5	42.8	151

Focus 5dr hatch £27,060–£39,855 ★★★★½
Better to drive and look at than before, and impressively good value. **LxWxH** 4378x1825x1471 **Kerb weight** 1369kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 Ecoboost MHEV 125	123	124	10.2	52.3	121
1.0 Ecoboost MHEV 155	152	129-131	9.2-9.5	54.3	116
2.3T Ecoboost 280 ST	276	155	5.7	35.3	183
1.5 EcoBlue 120	118	117-122	10.0-10.8	62.8	119-127

Focus Estate 5dr estate £28,220–£38,255 ★★★½☆
Almost as good to drive as the hatch, but a Skoda Octavia will carry more. **LxWxH** 4669x1825x1481 **Kerb weight** 1485kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 Ecoboost 125	123	120-123	10.3-10.6	55.4	98-116
1.0 Ecoboost MHEV 155	152	127-130	9.4-9.7	55.4	116
2.3T Ecoboost 280 ST	276	155	5.8-6.0	35.3	183
1.5 EcoBlue 120	118	120	10.6	61.4	120

Ecosport 5dr SUV £23,435–£24,635 ★★★☆☆
Facelifted version of the pumped-up Fiesta is okay, but developing-world roots show. **LxWxH** 4096x1765x1653 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0T Ecoboost 125	123	111	11.0	45.6	141
1.0T Ecoboost 140	138	115	10.2	45.6	142

Puma 5dr SUV £24,920–£32,350 ★★★★☆
Compact crossover finally has a class leader capable of appealing to petrolheads. **LxWxH** 4186x1805x1554 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0T Ecoboost MHEV 125	123	119	9.8	50.4	127
1.0T Ecoboost MHEV 155	153	124	8.9	50.4	127
1.5 Ecoboost ST	198	137	6.7	41.5	155

Kuga 5dr SUV £30,755–£40,405 ★★★★☆
All-new version of popular SUV mixes dynamism with practicality and refinement. **LxWxH** 4614x1883x1678 **Kerb weight** 1698kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5T Ecoboost 150	148	121	9.7	41.5-42.8	151
2.5 FHEV	198	122	9.1	51.4	125
2.5 PHEV	223	125	9.2	201.8	32

S-Max 5dr MPV £38,540–£43,800 ★★★★☆
Better to drive and better looking than most but not quite the class leader it was. **LxWxH** 4976x1916x1655 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 FHEV 190	188	115	9.8	44.1	147

Galaxy 5dr MPV £40,700 ★★★½☆
Huge seven-seat MPV. Easy to place on the road but not cheap to buy. **LxWxH** 4848x1916x1747 **Kerb weight** 1708kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 FHEV 190	188	115	10.0	43.5	148

Mustang Mach-E 4dr crossover £50,030–£72,830 ★★★★☆
Likeable, practical high-rise EV has only a badge in common with its coupé namesake. **LxWxH** 4712x1881x1597 **Kerb weight** 1993kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
70kWh Standard RWD	265	111	6.9	273	0
91kWh Extended RWD	290	111	7.0	379	0
91kWh Extended AWD	346	111	5.8	335	0
91kWh GT AWD	480	124	4.4	310	0

Mustang 2dr coupé/open £50,830–£74,540 ★★★★☆
American muscle built for the UK, in coupé and convertible forms. What's not to like? **LxWxH** 4784x1916x1381 **Kerb weight** 1653kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5.0 V8	444	155	4.9	23.9	268
5.0 V8 Mach-1	453	166	4.8	22.8	284

GT 2dr coupé £420,000 ★★★★☆
The GT is back as a race car for the road. Compelling if not perfect. **LxWxH** 4808x1928x1692 **Kerb weight** 1912kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.5 V6 Ecoboost	650	216	3.0	na	na

Ranger 4dr pick-up £24,369–£47,889 ★★★★☆
Capable pick-up becomes off-road monster in Raptor spec but loses VAT incentives. **LxWxH** 5277x1977x1703 **Kerb weight** 1866kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 EcoBlue 130	128	106	13.5	42.8	173
2.0 EcoBlue 170	158	109	11.8	40.4-43.5	184-207
2.0 EcoBlue 213	210	106	10.5	30.7	201-233
3.2 Duratorq TDCI 200	197	109	10.6	32.1-36.2	221-231

GENESIS

GV60 5dr SUV £53,905–£67,505 ★★★★☆
Nascent brand's first EV arrives as a luxurious, efficient SUV, lacks sharpness. **LxWxH** 4515x1890x1470 **Kerb weight** 2095kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
77.4kWh Premium	225	115	7.8	323	0
77.4kWh Sport	313	124	5.5	292	0
77.4kWh Sport Plus	483	146	4.0	289	0

G70 4dr saloon £35,325–£41,480 ★★★½☆
Likeable left-field choice has style but struggles to threaten the establishment. **LxWxH** 4685x1850x1400 **Kerb weight** 1675kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0T 197	194	139	8.8	35.4	181
2.0T 245	241	149	6.1	35.4	181
2.2D 200	197	143	7.4	43.5	170

G70 Shooting Brake 5dr estate £33,450–£40,555 ★★★★☆
Best-looking Genesis yet is also the best to drive, despite slightly flat four-pot engines. **LxWxH** 4685x1850x1400 **Kerb weight** 1717kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0T 197	197	135	9.3	32.5-34.0	193-204
2.0T 245	245	146	6.4	32.5-34.0	193-204
2.2D 200	198	140	7.7	41.8	175

GV70 5dr SUV £39,450–£64,405 ★★★★☆
Wilfully different from the posh SUV competition and none the worse for it. **LxWxH** 4715x1910x1630 **Kerb weight** 2010kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5T	301	149	6.1	29.7	216
2.2D	207	133	7.9	40.0	185
77.4kWh	483	146	4.2	283	0

G80 4dr saloon £42,650–£69,805 ★★★★☆
A luxury car for those who've had their fill of the typical premium options. **LxWxH** 4995x1925x1465 **Kerb weight** 1930kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5T	301	155	6.0	31.0	205
87.2kWh	364	139	4.9	323	0

GV80 5dr SUV £59,920–£75,220 ★★★½☆
Rich, spacious and comfortable but not a world-class luxury car just yet. **LxWxH** 4945x1975x1715 **Kerb weight** 2145kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5T	301	147	6.9	27.4-27.7	240
3.0D	268	143	6.9	32	231

GORDON MURRAY AUTOMOTIVE

T33 2dr coupé £1,400,000
Smaller, even more daily-usable sibling of the T50 with the same glorious engine. **LxWxH** na **Kerb weight** 1090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V12	607	na	na	na	na

T50 2dr coupé £2,800,000
Ultra-lightweight, V12-powered spritual successor to legendary McLaren F1. **LxWxH** 4352x1850x1164 **Kerb weight** 986kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V12	650	na	na	na	na

HONDA

E 5dr hatch £36,920–£38,120 ★★★½☆
Eminently likeable, with good dynamics but a limited range and ambitious price. **LxWxH** 3894x1752x1512 **Kerb weight** 1520kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
36kWh	136	90	9.0	137	0
36kWh Advance	154	90	8.3	136	0

Jazz 5dr hatch £21,295–£27,610 ★★★★☆
Not the most compact or vivacious but has decent handling and is cleverly packaged. **LxWxH** 4044x1694x1526 **Kerb weight** 1300kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 i-MMD	109	108	9.4-9.9	62.8	102-110

Civic 5dr hatch £30,495–£46,995 ★★★★☆
A fresh look while remaining practical, refined and upmarket. Lacks some dynamism. **LxWxH** 4518x1799x1434 **Kerb weight** 1275kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 eHEV	181	112	7.8-8.1	156.5-60.1	108-114
2.0 VTEC Turbo Type R	315	169	5.8	33.2	191-193

HR-V 5dr SUV £29,410–£34,850 ★★★½☆
Fine ergonomics and big on superficial charm, but ultimately leaves us cold. **LxWxH** 4340x1790x1582 **Kerb weight** 1380kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 eHEV	131	106	10.7	52.3	122

CR-V 5dr SUV £32,815–£40,910 ★★★★☆
Tardis-like SUV stalwart has lots of space for five and a big boot. **LxWxH** 4605x1820x1685 **Kerb weight** 1515kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 i-MMD hybrid	181	112	8.6-9.2	47.4	151-163

NSX 2dr coupé £150,195 ★★★★½
Honda's supercar given a modern reboot, and it's some piece of engineering. **LxWxH** 4487x1939x1204 **Kerb weight** 1725kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.5 V6 hybrid	573	191	2.9	26.4	242

HYUNDAI

i10 5dr hatch £14,995–£17,595 ★★★★☆
The smallest Hyundai matures and regains leadership of the city car class. **LxWxH** 4035x1734x1474 **Kerb weight** 933kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 MPi	67	97	14.6	53.3	114-120
1.0 T-GDi	99	115	10.5	52.3	123
1.2 MPi	84	106	12.6	51.4	124

i20 5dr hatch £19,285–£25,750 ★★★★☆
Steady gains for a versatile runabout that, N version aside, still lacks personality. **LxWxH** 4035x1734x1474 **Kerb weight** 980kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 T-GDi 100	98	117	10.4	47.9-49.6	120
1.0 T-GDi 48V MHD 100	98	117	10.4	54.3-55.4	115-118
1.0 T-GDi 48V MHD 120	118	115	10.2	53.3	120
1.6 T-GDi N	201	142	6.7	40.4	158

i30 5dr hatch £21,510–£34,595 ★★★½☆
As good as we've come to expect from Hyundai, but not one inch better. **LxWxH** 4340x1795x1455 **Kerb weight** 1194kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 T-GDi 120	118	118	11.1	45.6	121-122
1.5 T-GDi	157	130	8.6	42.2-46.3	142
2.0 T-GDi 275 N Performance	272	155	6.1	34.0	188

i30 Fastback 4dr saloon £25,960–£34,845 ★★★½☆
Combines good looks with sensible practicalities and dynamic charm. **LxWxH** 4455x1795x1425 **Kerb weight** 1287kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 T-GDi	157	130	8.6	49.6-52.3	141-151
2.0 T-GDi 275 N Performance	272	155	6.1	34.0	188

i30 Tourer 5dr estate £22,260–£25,210 ★★★½☆
Another solid car. Good value and practical but lacks excitement. **LxWxH** 4585x1795x1465 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 T-GDi 120	118	117	11.4	47.9-49.6	130-139

Bayon 5dr SUV £20,880–£25,130 ★★★★☆
Much better at meeting your motoring needs than kindling your affections. **LxWxH** 4180x1775x1500 **Kerb weight** 1233kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 T-GDi 48V MHEV	98	113	10.7	53.3	120-121
1.0 T-GDi 48V MHEV 120	118	115	10.4	53.3	121

Kona 5dr SUV £23,625–£39,900 ★★★★☆
Hyundai's first crossover is the perfect blend of practicality, value and style. **LxWxH** 4165x1800x1550 **Kerb weight** 1233kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 T-GDi 120	118	112	12.0	44.1-44.8	142-147
1.6 GDi Hybrid	134	119	10.2	52.3	114-123
2.0 T-GDi N	278	149	5.5	32.8	194
Electric 39kWh	134	96	9.6	180	0
Electric 64kWh	201	104	7.6	280	0

Ioniq 5 5dr SUV £45,150–£56,150 ★★★★☆
Won't upend the electric SUV segment, but a compelling option in a developing class. **LxWxH** 4635x1890x1605 **Kerb weight** 1145kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
77kWh	224	115	7.4	238-315	0
77kWh Premium	320	na	5.1	282	0

Ioniq 6 4dr saloon £46,745–£54,995 ★★★★½
Distinctive saloon with great practicality and road manners and a well-equipped cabin. **LxWxH** 4855x1880x1495 **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
77kWh	224	115	7.3	238-315	0
77kWh Premium	320	na	5.1	282	0

Tucson 5dr SUV £30,140–£43,630 ★★★★☆
Shows Hyundai can do both style and substance. A family SUV that's easy to like. **LxWxH** 4500x1865x1653 **Kerb weight** 1425kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 T-GDi 150	148	117	10.3	40.9	156
1.6 T-GDi 48V MHEV 150	148	117	9.6	43.5	144-151
1.6 T-GDi 48V MHEV 180	178	125	9.0	39.8	162
1.6 T-GDi Hybrid	228	120	8.0	50.4	127
1.6 T-GDi Plug-in hybrid	263	119	8.6	201.8	31

Santa Fe 5dr SUV £42,445–£50,910 ★★★½☆
Superficial charm and an expansive cabin but not much polish to the powertrain. **LxWxH** 4785x1900x1710 **Kerb weight** 2005kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 T-GDi Hybrid	228	116	8.9-9.1	42.2	145-168
1.6 T-GDi Plug-in hybrid	262	116	8.8	173.7	37
2.2 CRDi	199	127	9.2	na	177-178

Nexo 5dr SUV £69,495 ★★★½☆
Impressive effort that heads in the right direction for fuel cell cars. **LxWxH** 4670x2060x1640 **Kerb weight** 1814kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
95kW Fuel Cell	161	130	9.6	42.0mpkg	0

INEOS

Grenadier 6dr SUV £60,900–£71,900
Has bags of charm on the road and is virtually unbeatable off it. **LxWxH** 4896x1930x2036 **Kerb weight** 2669kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0T 6dr Auto	282	99	8.6	21.4	299
3.0TD 6dr Auto	245	99	9.9	27.4	268

JAGUAR

XE 4dr saloon £32,205–£42,345 ★★★★½
Tops the pile thanks to outstanding driver appeal. Poised and engaging but refined. **LxWxH** 4678x1850x1416 **Kerb weight** 1450kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P300 AWD	296	155	5.9	30.8-32.4	197-207
2.0 P250	246	150	6.7	34.2	186
2.0 D200	198	146	7.3	54.0-57.7	128-137

XF 4dr saloon £35,100–£47,730 ★★★★½
Outstandingly broad-batted dynamically, plus a pleasant cabin. **LxWxH** 4954x1880x1457 **Kerb weight** 1545kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P250	246	155	6.9	33.0-34.9	183-193
2.0 P300 AWD	296	155	6.1	31.2-32.8	194-204
2.0 D200	198	146	7.6	52.8-56.5	131-140
2.0 D200 AWD	198	143	7.8	48.9-51.3	128-137

XF Sportbrake 5dr estate £37,240–£49,005 ★★★★½
Superb XF is now available in the more practical Sportbrake form. It's a win-win. **LxWxH** 4955x1880x1494 **Kerb weight** 1660kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P250	246	150	7.1	32-33.7	189-199
2.0 P300 AWD	296	155	6.2	29.9-31.2	204-213
2.0 D200	198	143	7.8	50.7-53.7	138-146
2.0 D200 AWD	198	143	8.0	47.0-49.1	151-157

F-Type 2dr coupé £67,825–£108,065 ★★★★½
A full-blooded assault on Porsche's backyard, with noise, power and beauty. **LxWxH** 4482x1923x1311 **Kerb weight** 1525kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P300	296	155	5.7	29.9	215
5.0 P450	444	177	4.6	26.0-26.8	239-246
5.0 P575	518	186	3.7	26.4	243

F-Type Convertible 2dr open £66,925–£107,495 ★★★★½
Costs serious money, but you get a serious car with a likeable wild side. **LxWxH** 4482x1923x1308 **Kerb weight** 1545kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P300	296	155	5.7	29.6	217
5.0 P450	444	177	4.6	26.0-26.6	241-247
5.0 P575	518	186	3.7	26.4	243

E-Pace 5dr SUV £42,605–£54,260 ★★★½☆
Misses the mark for keen drivers, but is still a desirable SUV nevertheless. **LxWxH** 4411x1984x1649 **Kerb weight** 1775kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P250	245	142	7.5	31.1-31.3	203-205
2.0 P300	295	150	6.9	29.8	214
1.5 P300e	305	134	6.5	143.1	44
2.0 D165	160	128	10.0	43.4-45.4	163
2.0 D165 AWD	160	124	9.8	42.9-43.4	171-172
2.0 D200 AWD	201	131	8.4	42.9-43.0	170-173

F-Pace 5dr SUV £48,660–£84,940 ★★★★☆
Credible first SUV effort is as refined and dynamic as a Jaguar should be. **LxWxH** 4731x2071x1666 **Kerb weight** 1690kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P250 AWD	246	135	7.3	30.4	214-220
3.0 P400 AWD	394	155	5.4	28.8	222-230
2.0 P400e AWD	398	149	5.3	112.5	51-55
5.0 V8 SVR 550 AWD	548	178	4.0	23.1	275
2.0 D165 AWD	160	121	9.9	45.4	165-171
2.0 D200 AWD	197	130	8.0	45.4	165-171
3.0 D300 AWD	296	143	6.4	38.1	195-202
5.0 V8 SVR	542	178	4.0	23.1	275

I-Pace 5dr SUV £69,995–£79,995 ★★★★½
Fast, refined and the first of its kind from a European manufacturer. **LxWxH** 4682x1895x1558 **Kerb weight** 2133kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
EV400	398	124	4.8	277-287	0

JEEP

Compass 5dr SUV £34,555–£44,455 ★★★☆☆
Wants to be a catch-all crossover but is beaten by more road-focused rivals. **LxWxH** 4394x2033x1629 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 48V MHEV	128	120	10.0	47.1-50.4	133-140
1.3 4xe PHEV	238	124	7.3	141-156	44-47

Renegade 5dr SUV £30,010–£38,500 ★★★½☆
Middling compact crossover with chunky looks but no obvious charm. **LxWxH** 4236x1805x1667 **Kerb weight** 1346kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 GSE T4 150	148	122	9.4	38.2-39.8	151
1.3 Turbo 4xe	188	113	7.5	122.8-134.5	42-49
1.3 Turbo 4xe Trailhawk	238	124	7.1	117.7-128.4	51-53

Wrangler 2dr/4dr SUV £60,280–£62,280 ★★★★☆
Heavy-duty off-roader goes anywhere but lacks on-road manners. **LxWxH** 4223x1873x1840 **Kerb weight** 1827kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 GME	265	97-110	7.3-7.6	25.4-26.4	248-254

KIA

Picanto 5dr hatch £13,400–£17,450 ★★★★☆
A pleasingly well-rounded and charming value offering, but not in all of its guises. **LxWxH** 3595x1595x1485 **Kerb weight** 977kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0	65	100	14.1	56.5-60.1	119
1.0 T-GDi	997	112	9.9	53.3	120

Rio 5dr hatch £16,150–£21,800 ★★★½☆
More comfortable and more grown-up in fourth-gen form, but not any more fun. **LxWxH** 4065x1993x1450 **Kerb weight** 1143kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 DPi	83	103	12.7	52.3	120-122
1.0 T-GDi	99	113	10.0	53.3	120
1.0 T-GDi 48V	118	116	9.8	51.4	118-125

Ceed 5dr hatch £21,200–£26,045 ★★★★☆
Third-generation hatchback can now compete for class honours. **LxWxH** 4310x1800x1447 **Kerb weight** 1315kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 T-GDi	116	118	11.2	na	119
1.5 T-GDi	156	130	8.4	43.5-46.3	129

Ceed Sportswagon 5dr estate £23,245–£26,745 ★★★★☆
All of the above, but with cavernous, more practical load space. **LxWxH** 4600x1800x1465 **Kerb weight** 1389kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 T-GDi 158	156	130	8.6	43.5-46.3	131

Proceed 5dr hatch £26,190 ★★★½☆
Alluring and interesting, but not quite as special to drive as it looks. **LxWxH** 4605x1800x1422 **Kerb weight** 1405kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 T-GDi 158	156	130	8.6	43.5-46.3	129

Xceed 5dr hatch £22,395–£32,995 ★★★½☆
Crossover-styled hatch that drives well, but lacks practicality and polish. **LxWxH** 4395x1826x1483 **Kerb weight** 1332kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 T-GDi 158	156	129	8.7	44.8	142-143
1.6 GDi PHEV	137	99	10.6	217.3	38

Stonic 5dr SUV £20,100–£24,150 ★★★½☆
Kia's first crossover is striking and reasonably good considering the value. **LxWxH** 4140x1760x1520 **Kerb weight** 1160kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 T-GDi	116	115	9.9	46.3-47.1	137

Niro 5dr SUV £28,295–£39,575 ★★★½☆
Versatile and well-equipped family transport in a choice of hybrid and EV flavours. **LxWxH** 4355x1805x1545 **Kerb weight** 1500kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 GDi Hybrid	137	101	11.1	58.9	110-120
1.6 GDi Hybrid PHEV	137	107	10.4	201.8	29
64kWh e-Niro	198	104	7.8	282	0

Soul EV 5dr hatch £32,845–£39,045 ★★★★☆
Electric-only hatch with looks that divide opinion but a competitive range. **LxWxH** 4220x1825x1605 **Kerb weight** 1757kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
39kWh	132	97	9.9	171	0
64kWh	201	104	7.9	280	0

Sportage 5dr SUV £27,800–£45,100 ★★★½☆
Does refinement, handling precision, tech, space and alternative style well. **LxWxH** 4515x1865x1650 **Kerb weight** 1715kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6T GDi	148	117	9.9	41.5	154
1.6T GDi 48V	148	117	9.3	41.5	146
1.6T GDi 48V DCT AWD	148	117	9.4	40.4	158
1.6T GDI PHEV	257	119	7.9	na	na
1.6T GDi HEV	226	120	7.7	49.6	129
1.6T GDi HEV AWD	226	120	8.0	44.1	146
1.6 CRDi	113	108	11.7	53.3	138
1.6 CRDi 48V	134	112	11.0	54.3	135

EV6 5dr SUV £45,245–£62,645 ★★★★☆
Swish, spacious and swift enough to become the pick of the EV crossover bunch. **LxWxH** 4680x1880x1550 **Kerb weight** 2090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
77.4kWh	226	114	7.3	328	0
77.4kWh AWD	321	116	5.2	300	0

Sorento 5dr SUV £50,995–£56,995 ★★★½☆
Lacks polish, but its abundant utility appeal and value shine through. **LxWxH** 4810x1900x1695 **Kerb weight** 2006kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 T-GDi HEV	226	119	8.7	40.9	158-166
1.6 T-GDi PHEV	261	119	8.4	176.6	38

LAMBORGHINI

Huracán 2dr coupé/open £170,598–£267,633 ★★★★☆
Junior Lambo mixes usability and drama skilfully, in both coupé and Spyder forms. **LxWxH** 4459x1924x1165 **Kerb weight** 1389kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5.2 V10 Evo RWD	608	202	3.3	20.5	330-335
5.2 V10 Evo	631	201	2.9	20.3	332-338
5.2 V10 STO	631	202	3.0	20.3	331

Urus 5dr SUV £185,271–£206,732 ★★★★☆
Lambo's second SUV is more alluring and aims to use the V8's power better. **LxWxH** 5112x2016x1638 **Kerb weight** 2200kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8	631	190	3.3-3.5	22.2	325

LAND ROVER

Defender 90 5dr SUV £60,705–£113,505 ★★★★½
Breadth of capability matches that of the five-door, with even more kerb appeal. **LxWxH** 4583x2008x1974 **Kerb weight** 2190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 P400	398	119	6.0	25.6	256
5.0 P525	518	119	5.2	19.3-19.5	327-330
3.0 D250	246	117	8.0	32.8	226-227
3.0 D300	296	119	6.7	32.7	226

Defender 110 5dr SUV £62,405–£116,580 ★★★★½
Promises, and delivers, unrivalled off-road performance with on-road niceties. **LxWxH** 5018x2008x1967 **Kerb weight** 2209kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 P400	398	119	6.1	24.6-24.7	260-261
2.0 P400e	398	119	5.6	85.6	77
5.0 P525	518	119	5.2	19.1	334
3.0 D250	246	117	8.3	32.2	230
3.0 D300	296	119	7.0	32.2	230

Defender 130 5dr SUV £73,895–£100,645 ★★★★☆
Stretched version of cult off-roader packs greater practicality and retains polish. **LxWxH** 5358x2008x1970 **Kerb weight** 2589kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 P300	295	119	8.0	24.8	258
3.0 P400	394	119	6.6	24.5	261
3.0 D300	296	119	7.5	32.1	232

Range Rover Evoque 5dr SUV £34,010–£58,015 ★★★★☆
Refined, luxurious baby Range Rover has matured for its second generation. **LxWxH** 4371x1996x1649 **Kerb weight** 1891kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P200	198	134	8.6	31.7	201
2.0 P250	248	143	7.6	31.6	201
2.0 P300	298	150	6.4	31.3	203
1.5 P300e	298	132	6.4	166.2-193.5	33-38
2.0 D165	163	120	9.8-10.1	43.4-45.9	160-171
2.0 D200	201	120	8.5	43.8	169

Range Rover Velar 5dr SUV £46,565–£73,815 ★★★★☆
The most car-like Landie ever doesn't disappoint. Expensive, though. **LxWxH** 4804x1930x1685 **Kerb weight** 1829kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P250	248	135	7.5	27.8-29.2	217-229
3.0 P400	394	155	5.5	27.3-28.0	227-230
2.0 P400e	398	149	5.4	na	na
2.0 D200	201	130	8.2	41.6	168-178
3.0 D300 MHEV	296	143	6.5	36.1-37.2	199-205

Range Rover Sport 5dr SUV £80,325–£116,190 ★★★★½
Bigger and better; a cut-price Range Rover rather than a jumped-up Discovery. **LxWxH** 4850x2073x1780 **Kerb weight** 2111kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 P400	398	140	6.2	27.4	234
3.0 P440e	438	140	5.8	na	na
5.0 V8 P575 SVR	572	176	4.5	19.6	331
3.0 D300	298	130	7.3	34.1	220-247
3.0 D350	348	140	6.9	29.8	249

Range Rover 5dr SUV £99,375–£181,720 ★★★★½
Seminal luxury SUV's new generation covers even more bases than before. **LxWxH** 5052x2047x1870 **Kerb weight** 2379kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 P400	398	150	5.8-6.1	28.5-29.3	218-225
3.0 P440e	438	140	6.0	321.9	20-21
3.0 P510e	508	150	5.5	318.4	20-21
4.4 P530 V8	527	155	4.6-4.8	24.0-24.2	264-267
3.0 D300	289	135	6.9	35.8-36.7	204-207
3.0 D350	348	145	6.1-6.3	35.1-36.5	203-211

Discovery Sport 5dr SUV £34,480–£54,865 ★★★★½
Seven seats, at home on road and off road, plus new-found desirability. **LxWxH** 4597x2069x1727 **Kerb weight** 1732kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P250	247	140	7.8	30.1	211
2.0 P290	288	144	7.4	29.7	214
1.5 P300e	298	130	6.6	143.4-158.6	40-44
2.0 D165	162	112	10.2	41.5	179
2.0 D200	201	117	8.6	41.5	179

Discovery 5dr SUV £60,880–£76,085 ★★★★½
The country bumpkin given elocution lessons without losing its rugged capabilities. **LxWxH** 4956x2073x1888 **Kerb weight** 2115kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 P360	355	130	6.5	26.0-26.4	241-245

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 D250	246	120	8.1	33.4-33.7	220-222
3.0 D300	296	130	6.8	33.2-33.5	221-223

LEXUS

ES **4dr saloon** £39,980–£56,345 ★★★½☆

Gatecrashes the German-controlled saloon market in a way the GS could never manage. **LxWxH** 4975x1865x1445 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 VVT-i ES 300h	218	112	8.9	53.2	119

LS **4dr saloon** £89,175–£115,680 ★★★½☆

Luxury saloon gets more tech and opulence but is let down by its hybrid powertrain. **LxWxH** 5235x1900x1460 **Kerb weight** 2270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.5 V6 VVT-i LS 500h	348	155	5.4	30.7-36.6	175-208

RC F **2dr coupé** £73,820–£90,570 ★★★½☆

An also-ran, but the V8 RC F packs plenty of character and handles well enough. **LxWxH** 4695x1840x1395 **Kerb weight** 1736kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5.0 V8	470	168	4.5	23.9	268

LC **2dr coupé/open** £88,920–£104,920 ★★★★☆

Superb-looking coupé shows flickers of what made the LFA great. **LxWxH** 4770x1920x1345 **Kerb weight** 1935kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5.0 V8 LC 500	457	168	4.7	24.3	262
3.5 V6 LC 500h	354	155	5.0	34.8	184

UX **5dr SUV** £34,750–£57,095 ★★★½☆

Refreshingly different premium SUV is a credible, if not class-leading, alternative. **LxWxH** 4495x1840x1520 **Kerb weight** 1620kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 UX 250h	181	110	8.5	50.4	126
2.0 UX 250h E4	181	110	8.7	47.0	136
UX 300e 150kWh	201	100	7.5	195	0

NX **5dr SUV** £41,210–£60,950 ★★★★☆

PHEV option and welcome cabin overhaul sustain the allure of the firm's best-seller. **LxWxH** 4660x1865x1640 **Kerb weight** 1990kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 NX 350h	242	124	7.7-8.7	44.1	145
2.5 NX 450h+ PHEV	306	124	6.3	256-313	20-26

RX **5dr SUV** £59,950–£75,950 ★★★½☆

Low flexibility, but hybrid powertrain makes a degree of economic sense. **LxWxH** 4890x1895x1690 **Kerb weight** 2100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.5 V6 RX 450h	308	124	7.7	34.4	185

LOTUS

Emira **2dr coupé** £78,950–£84,950 ★★★★☆

A superb sports car that's also much more habitable than any previous Lotus. **LxWxH** 4413x1895x1226 **Kerb weight** 1405kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 360	360	176	4.2	na	195
3.5 V6 400	395	180	4.3	na	na

Eletre **5dr SUV** £90,805–£121,305

Urus-sized, tech-rich, high-performance SUV marks firm's shift to high-tech EV maker. **LxWxH** na **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
112kWh	603	na	na	373	0
112kWh R	905	na	na	304	0

MASERATI

Ghibli **4dr saloon** £74,920–£120,625 ★★★☆☆

Maser's compact exec has the allure but lacks power and is poorly finished in places. **LxWxH** 4971x1945x1461 **Kerb weight** 1810kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 Hybrid	325	158	5.7	33.2	192
3.0 V6	345	166	5.5	25.2	254
3.0 V6 S	424	178	4.9	25.0	254
3.8 V8	572	203	4.3	23.0	279

Quattroporte **4dr saloon** £112,105–£140,630 ★★★☆☆

Now a full-sized executive limo, with some added flair. Off the pace in several key areas. **LxWxH** 5262x1948x1481 **Kerb weight** 1860kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6 S	424	179	5.0	24.8	257
3.8 V8	572	203	4.5	23.2	277

Grecale **5dr SUV** £58,500–£95,590 ★★★½☆

For all its promise and character, it needs work if it's to trouble the Porsche Macan. **LxWxH** 4847x1979x1667 **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
48V MHEV 300 Auto	296	149	5.6	32.5	198
48V MHEV 330 Auto	325	149	5.3	32.1	199
V6 Trofeo Auto	523	177	3.8	25.2	254

Levante **5dr SUV** £77,205–£139,675 ★★★☆☆

Italian flair and good looks in abundance, but diesel not as sonorous as petrols. **LxWxH** 5003x1968x1679 **Kerb weight** 2109kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6	339	156	6.0	22.6	283
3.0 V6 S	424	164	5.2	22.4	286
3.8 V8 Trofeo	572	186	4.1	17.8	359

MC20 **2dr coupé** £206,885–£231,885 ★★★★½

A triumphant return to the supercar ranks: fast and thriling, yet approachable. **LxWxH** 4669x1981x1693 **Kerb weight** 1475kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6	621	203	2.9	24.6	262

MAXUS

Mifa 9 **5dr MPV** £65,141

Seven-seat electric people carrier from Chinese commerical brand born out of LDV. **LxWxH** 5270x2000x1840 **Kerb weight** 2310kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
90kWh	238	112	na	273	0

MAZDA

2 **5dr hatch** £17,205–£21,575 ★★★★☆

Grown up, well made and drives with charm and vigour; engines aren't brilliant. **LxWxH** 4060x1695x1515 **Kerb weight** 1141kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Skyactiv-G 75	74	106	11.3	49.6	121
1.5 e-Skyactiv-G	88	114	9.8	60.1	107
1.5 e-Skyactiv-G 115	113	124	9.1	56.5	113

2 Hybrid **5dr hatch** £21,820–£25,135

We've yet to drive it, but it's just a rebadged Toyota Yaris, which is a decent supermini. **LxWxH** 3940x1745x1500 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Hybrid	114	109	9.7	74.3	87

3 **5dr hatch** £23,265–£30,465 ★★★★☆

Pleasing dynamism teamed with good practicality and punchy diesel engines. **LxWxH** 4460x1795x1435 **Kerb weight** 1411kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 e-Skyactiv-G	120	122	10.4	50.4	124-127
2.0 e-Skyactiv-X 186	183	134	8.1	53.3	118-121

3 Saloon **4dr saloon** £26,265–£30,465 ★★★★☆

Refined and dynamically satisfying in a saloon bodystyle. **LxWxH** 4460x1795x1440 **Kerb weight** 1405kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 e-Skyactiv-X 186	183	134	8.1	56.5	114-117

CX-30 **5dr SUV** £24,645–£34,555 ★★★★☆

Dynamic qualities, a classy interior and a handsome look set it apart from rivals. **LxWxH** 4395x1795x1540 **Kerb weight** 1334kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 e-Skyactiv-G	120	116	10.6	47.9	134
2.0 e-Skyactiv-X 186	183	127	8.3-8.8	50.4	127

MX-30 **5dr SUV** £30,050–£34,350 ★★★★☆

Classy and affordable all-electric crossover marred only by its limited range. **LxWxH** 4395x1795x1555 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
35.5kWh	143	87	9.7	124	0
17.8kWh R	167	na	na	na	na

CX-5 **5dr SUV** £29,135–£39,375 ★★★★☆

Offers powerful diesel engines and strong performance, plus a welcoming interior. **LxWxH** 4550x1840x1675 **Kerb weight** 1575kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 165	162	125	10.3	38.7	152-154
2.5 194	191	121	9.2	35.3	182
2.2d 150	148	127	9.9	50.4	151-154
2.2d 184	181	129	9.3	42.8	175

CX-60 **5dr SUV** £45,420–£48,380 ★★★★☆

Feels upmarket inside and combines tidy handling with easy pace. **LxWxH** 4745x1890x1680 **Kerb weight** 1995kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 PHEV 4WD Auto	323	124	5.8	188.3	33

MX-5 **2dr open** £25,725–£31,860 ★★★★★

Brilliantly packaged, priced and perfectly poised but more vibrant than the original. **LxWxH** 3915x1735x1225 **Kerb weight** 1050kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Skyactiv-G 132	129	127	8.3	44.1	142
2.0 Skyactiv-G 184	181	136	6.5	40.4	153

MX-5 RF **2dr open** £27,625–£34,450 ★★★★★

Remains perfectly poised and vibrant, even with a folding metal roof. **LxWxH** 3915x1735x1230 **Kerb weight** 1090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Skyactiv-G 132	129	126	8.6	44.1	142
2.0 Skyactiv-G 184	181	124-126	7.9-8.7	37.7-40.4	155

McLAREN

Artura **2dr coupé** £190,695 ★★★★½

A technical marvel that wears its hybrid tech lightly. **LxWxH** 4539x1976x1193 **Kerb weight** 1498kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6 PHEV	671	205	3.0	61.5	104

GT **2dr coupé** £169,980 ★★★★½

Woking's most user-friendly car to date is still a McLaren first and foremost. **LxWxH** 4683x2095x1213 **Kerb weight** 1339kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8	612	204	3.2	23.7	270

MERCEDES-BENZ

A-Class **5dr hatch** £31,890–£63,140 ★★★★☆

A little bit of luxury in a desirable, hatchback-sized package. **LxWxH** 4419x1992x1440 **Kerb weight** 1445kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 A180	134	134	8.9	47.9	134-138
1.3 A200	161	140	8.1	47.9	135-145
2.0 A250e	215	146	6.7	256.8	25
2.0 AMG A35 4Matic	302	155	4.7	33.6-35.8	184-193
2.0 AMG A45 S 4Matic+	415	168	3.9	33.6	204-207
1.5 A180d	114	126	9.5	62.8	127-130
2.0 A200d	148	137	8.1	58.9	129-139

A-Class Saloon **4dr saloon** £32,485–£47,660 ★★★½☆

Larger, more grown-up A-Class adds premium touch to smallest Merc saloon. **LxWxH** 4549x1796x1446 **Kerb weight** 1465kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 A180	134	134	8.9	42.8-48.7	133-137
1.3 A200	161	143	8.1	48.7	133-137
2.0 A250e	215	149	6.7	256.8	25
2.0 AMG A35 4Matic	302	155	4.8	32.9-36.7	177-187
1.5 A180d	114	128	9.7	56.5-64.2	126-129
2.0 A200d	148	141	8.2	58.9	127-131

CLA **4dr saloon** £35,220–£63,515 ★★★★☆

It may use A-Class underpinnings, but it's engineered to be much sportier to drive. **LxWxH** 4688x1830x1444 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 CLA 180	133	134	9.0	47.9	138-140
1.3 CLA 200	161	142	8.2	42.8-47.9	138-140
1.3 CLA 250e	215	149	6.8	282.5	23
2.0 AMG CLA 35 4Matic	302	155	4.9	34.9-37.2	177-187
2.0 AMG CLA 45 S 4Matic+	415	168	4.0	33.2	200-202
2.0 CLA 220d	185	152	7.1	53.3-57.7	132

CLA Shooting Brake **5dr estate** £36,220–£64,515 ★★★½☆

The most practical of the A-Class range, but it suffers for its challenging styling. **LxWxH** 4688x1830x1447 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 CLA 180	133	130	9.2	35.8-40.9	140-141
1.3 CLA 200	161	140	8.4	35.3-40.9	141-142
1.3 CLA 250e	215	146	6.9	256.8	24
2.0 AMG CLA 35 4Matic	302	155	4.9	36.2	183-191
2.0 AMG CLA 45 S 4Matic+	415	168	4.0	32.8	203-205
2.0 CLA 220d	185	147	7.2	43.5-48.7	135-136

B-Class **5dr hatch** £35,110–£43,760 ★★★½☆

A slightly odd prospect, but practical and classy nonetheless. **LxWxH** 4393x1786x1557 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 B180	134	132	9.0	45.6	140-142
1.3 B200	159	139	8.2	46.3	140-142
1.3 B250e	215	146	6.8	235.4	27
1.5 B180d	114	124	9.8	61.4	137-138
2.0 B200d	148	136	8.3	57.7	134-144
2.0 B220d	187	145	7.2	56.5	136-137

C-Class **4dr saloon** £44,240–£71,110 ★★★★☆

Sumptuous interior and impressive tech, but let down by harsh suspension. **LxWxH** 4751x2033x1437 **Kerb weight** 1650kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 C200	221	153	7.3	44.1	146
2.0 C300	278	155	6.0	42.2	152-159
2.0 C300e	331	152	6.1	256.8	14-24
2.0 C220d	218	152	7.3	61.4	120-127
2.0 C300d	283	155	5.7	55.4	133-139
AMG C43	402	155	4.6	31.4	203

C-Class Estate **5dr estate** £46,155–£72,670 ★★★½☆

Impressive and tech-filled inside, albeit in a curiously unsatisfying dynamic package. **LxWxH** 4755x2033x1494 **Kerb weight** 1710kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 C200	221	149	7.5	38.1-43.4	149-168
2.0 C300	278	155	6.0	41.0	157
2.0 C300e	331	151	6.2	403.6	15
2.0 C220d	218	151	7.4	57.7	129
2.0 C300d	283	155	5.8	54.4	136
AMG C43	402	155	4.7	31	206

C-Class Coupé **2dr coupé** £45,875–£92,025 ★★★★☆

Outgoing two-door keeps a nice balance of style, usability and driver reward. **LxWxH** 4696x1810x1405 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 C200	181	149	7.9	37.7-42.2	155-156
2.0 C300	258	155	6.1	35.8-39.8	161-175
3.0 V6 AMG C43 4Matic	385	155	4.7	28.0-29.4	221-225
4.0 V8 AMG C63 S	503	180	3.9	25.0-25.5	250
2.0 C220d	192	149	7.0	46.3-52.3	133-145
2.0 C300d 4Matic	241	155	6.0	42.8-48.7	151-164

C-Class Cabriolet **2dr open** £49,450–£90,985 ★★★★☆

Take all the good bits about the coupé and add the ability to take the roof off. Bingo. **LxWxH** 4686x1810x1409 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 C200	181	146	7.9	36.2-40.4	167-168
2.0 C300	258	155	6.3	34.0-37.7	173-184
3.0 V6 AMG C43 4Matic	385	155	4.8	27.4-28.5	229-231
4.0 V8 AMG C63 S	503	174	4.1	24.4-24.8	258
2.0 C220d	191	145	7.5	44.8-49.6	141-153
2.0 C300d	242	155	6.3	42.2-47.1	153-167

E-Class **4dr saloon** £48,775–£120,195 ★★★★☆

A little pricey, and less sporting than its rivals, but still comfy and luxurious. **LxWxH** 4923x1852x1468 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 E200	194	149	7.4	38.2	165-166
2.0 E300e	315	155	5.8	188.3	41
3.0 E450	363	155	5.0	31.7	204
3.0 AMG E53 4Matic+	429	155	4.5	30.4	212-215
4.0 V8 AMG E63 S 4Matic+	603	155	3.4	22.8-23.7	277
2.0 E220d	191	146	7.4	53.3	139-157
2.0 E300d	261	155	6.3	47.9	153-167
2.0 E300de	302	149	5.9	217.3	39
2.9 E400d 4Matic	325	155	5.1	42.2	176-188

E-Class Estate **5dr estate** £50,795–£122,195 ★★★★☆

Far more practical than its rivals, but pricier and less sporty than those closest to it. **LxWxH** 4933x1852x1475 **Kerb weight** 1780kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 E200	197	144	7.7	31.0-35.3	173-174
3.0 V6 AMG E53 4Matic+	429	155	4.6	29.7	216-219
4.0 V8 AMG E63 S 4Matic+	603	180	3.5	22.6-23.3	282
2.0 E220d	191	142	7.8	50.4	148-161
2.0 E300d	242	155	6.6	40.4-46.3	156-159
2.0 E300de	302	146	6.0	188.3	41
2.9 E400d 4Matic	325	155	5.3	40.9	181-192

E-Class Coupé **2dr coupé** £51,345–£76,825 ★★★★☆

Big, laid-back four-seat tourer. Borrows looks from the ravishing S-Class Coupé. **LxWxH** 4846x1860x1431 **Kerb weight** 1685kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 E300	237	155	6.4	31.0	180-182
3.0 E450 4Matic	362	155	5.0	29.1-31.4	201
3.0 AMG E53 4Matic+	429	155	4.4	30.1-31.4	212-215
2.0 E220d	189	145	7.6	43.5-50.4	154-155
3.0 E300d 4Matic	242	155	6.4	42.2-47.9	166-167
2.9 E400d 4Matic	325	155	5.3	na	189

E-Class Cabriolet **2dr open** £57,095–£80,735 ★★★★☆

Refined and sophisticated four-seater in the same mould as the S-Class Cabriolet. **LxWxH** 4846x1860x1429 **Kerb weight** 1780kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 E300	237	155	6.6	30.0	189-190
3.0 E450 4Matic	362	155	5.8	28.8-30.7	208
3.0 AMG E53 4Matic	429	155	4.5	29.7-30.7	217-219
2.0 E220d	189	147	7.8	42.8-48.7	162-163
2.0 E300d	242	155	6.6	40.9-46.3	172
2.9 E400d 4Matic	325	155	5.4	na	193

CLS **4dr saloon** £75,440–£86,540 ★★★★☆

Retains the sleek coupé style and has more tech – without losing its allure. **LxWxH** 4996x1896x1436 **Kerb weight** 1935kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6 AMG CLS 53 4Matic+	429	155	4.5	29.7	216
3.0 CLS 400d 4Matic	325	155	5.0	38.7	191

S-Class **4dr saloon** £82,965–£216,960 ★★★★½

Bristling with technology, luxury and performance. Sets new class standards. **LxWxH** 5125x1899x1493 **Kerb weight** 1990kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 S500	440	155	4.9	29.7-35.3	181-201
3.0 S580e	510	155	5.2	353.1	19
3.0 S580 Maybach	503	144	4.8	26.2	253-265
6.0 V12 S680 Maybach	612	155	4.5	19.8	325
2.9 S350d	286	155	6.4	39.8-42.8	173-190
2.9 S400d	328	155	5.4	38.2-38.7	192-196

EQS **5dr saloon** £105,610–£170,855 ★★★★½

Luxurious in every respect and a tantalising showcase for the future. **LxWxH** 5032x1899x1411 **Kerb weight** 2480kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
108kW 450+ 4Matic	325	130	6.2	412-453	0
AMG EQS 53 4Matic+	649	155	3.8	377	0

AMG GT 4-Door Coupé **4dr saloon** £141,855–£173,640 ★★★★½

Four-door, four-wheel-drive GT is confusing to contemplate but impressive to drive. **LxWxH** 5054x1953x1447 **Kerb weight** 2100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8 GT63 S 4Matic+	630	196	3.2	21.4-22.1	294-298

GLA **5dr SUV** £37,645–£69,005 ★★★½☆

Not the most practical crossover but good looking and very decent to drive. **LxWxH** 4417x1804x1494 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 GLA 180	120	124	8.7-9.0	35.3-40.4	151-155
1.6 GLA 200	152	134	8.1-8.4	34.9-39.8	151-155
1.3 GLA 250e	135	137	7.1	201.8	31
2.0 GLA 250 4Matic	204	143	6.6	32.5-35.8	172-174
2.0 AMG GLA 35 4Matic	302	155	5.2	32.5	186-198
2.0 AMG GLA 45 S 4Matic+	415	155	4.3	28.8	215-224
2.0 GLA 200d	150	127	8.6-8.9	52.3	121
2.0 GLA 220d	188	136	7.3	49.6	141-149

EQA **5dr SUV** £52,010–£60,510 ★★★☆☆

A competent but entirely average electric SUV. For the money, we expect better. **LxWxH** 4463x1834x1624 **Kerb weight** 1965kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
67kWh 250	188	99	8.5	255-264	0
67kWh 300 4Matic	228	99	7.7	260-268	0
67kWh 350 4Matic	292	99	6.0	268	0

GLB **5dr SUV** £39,765–£53,295 ★★★½☆

Boxy SUV mixes rough-and-tumble styling cues and seven-seat versatility. **LxWxH** 4634x1834x1659 **Kerb weight** 1555kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 GLB 200	160	129	9.1	40.4	160-165
2.0 AMG GLB 35	302	155	5.2	32.5	198
2.0 GLB 200d	148	127	9.0	47.9	149-156
2.0 GLB 220d	188	135	7.6	47.9	156-158

EQB **5dr SUV** £55,310–£62,810 ★★★☆☆

Part-time third row still a rarity in premium electric cars. Otherwise unremarkable. **LxWxH** 4463x1834x1624 **Kerb weight** 2030kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
67kWh 300	228	99	7.7	257	0
67kWh 350	292	99	6.0	257	0

GLC **5dr SUV** £53,765–£74,460 ★★★★☆

Not exactly exciting to drive, but does luxury and refinement better than most. **LxWxH** 4656x1890x1639 **Kerb weight** 1735kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 GLC 300 4Matic	255	149	6.2	34.4	187-198
2.0 GLC 300e 4Matic	320	143	5.7	122.8	53
3.0 V6 AMG GLC 43 4Matic	388	155	4.9	27.4	233-245
4.0 V8 AMG GLC 63 S 4Matic+	502	155	3.8	22.7	294-296
2.0 GLC 220d 4Matic	191	134	7.9	47.9	154-167
2.0 GLC 300d 4Matic	242	144	6.5	42.8	178-179
2.0 GLC 300de 4Matic	302	143	6.2	148.7	50

GLC Coupé **5dr SUV** £53,080–£99,960 ★★★★☆

A coupé-shaped SUV destined to be outrun by the X4 – unless you're in an AMG. **LxWxH** 4732x1890x1602 **Kerb weight** 1785kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 GLC 300 4Matic	255	149	6.3	32.8	195-202
2.0 GLC 300e 4Matic	320	143	5.7	104.6	52-54
3.0 V6 AMG GLC 43 4Matic	388	155	4.9	27.7	232-242
4.0 V8 AMG GLC 63 S 4Matic+	502	155	3.8	22.1	290-291
2.0 GLC 220d 4Matic	191	135	7.9	44.1	167-173
2.0 GLC 300d 4Matic	242	145	6.6	40.9	182-184
2.0 GLC 300de 4Matic	302	143	6.2	134.5	55

EQC **5dr SUV** £72,335–£81,225 ★★★★½

Brisk, tidy-handling electric SUV has everything needed to do well on UK roads. **LxWxH** 4762x1884x1624 **Kerb weight** 2495kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
80kWh 400 4Matic	408	112	5.1	244-255	0

GLE **5dr SUV** £73,305–£123,725 ★★★★☆

The ML replacement isn't inspiring to drive but does come with a classy interior. **LxWxH** 4819x2141x1796 **Kerb weight** 2165kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.9 GLE 450 4Matic	362	155	5.7	32.5	229
2.0 GLE 300d 4Matic	242	140	7.2	39.2	198-207
2.9 GLE 350d 4Matic	268	143	6.6	36.2	206-214
2.0 GLE 350de 4Matic	317	130	6.8	256.8	29
2.9 GLE 400d 4Matic	328	152	5.7	35.3	220
3.0 V6 AMG GLE 53 4Matic+	432	155	5.3	26.7	246-248
4.0 V8 AMG GLE 63 S 4Matic+	603	155	3.8	na	281

GLE Coupé **5dr SUV** £78,330–£133,000 ★★★★☆

May not be your idea of a desirable luxury car, but it's certainly an effective one. **LxWxH** 4946x2014x1716 **Kerb weight** 2295kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 AMG GLE 53 4Matic	432	155	5.3	25.7	244
4.0 AMG GLE 63 S 4Matic	603	174	3.8	na	280
2.0 GLE 350de 4Matic	320	130	6.9	313.9	23-24
2.9 GLE 400d 4Matic	327	149	5.7	33.6	219

GLS **5dr SUV** £88,500–£177,505 ★★★½☆

The replacement for the massive GL can still seat seven in comfort. **LxWxH** 5216x2030x1823 **Kerb weight** 2415kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 GLS 400d 4Matic	327	148	6.3	32.8	227
4.0 GLS 600 Maybach	549	155	4.9	21.4	304
4.0 AMG GLS63	625	174	4.2	23.7	273

G-Class **5dr SUV** £131,095–£289,500 ★★★½☆

Massively expensive and compromised, but with character in abundance. **LxWxH** 4866x1984x1969 **Kerb weight** 2550kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 400d 4Matic	325	130	6.4	25.7	281-282
4.0 V8 AMG G63 4Matic	578	137	4.5	18.6-18.8	373

AMG GT **2dr coupé/open** £108,390–£377,120 ★★★★☆

Million-dollar looks and a railgun V8, but extremely firm chassis affects its usability. **LxWxH** 4544x1939x1287 **Kerb weight** 1615kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8 GT	522	193-194	3.7-3.8	21.9-22.1	289-290
4.0 V8 GT R	577	198	3.6	22.1	289
4.0 V8 GT Black Series	718	202	3.2	22.1	292

MG

3 **5dr hatch** £13,795–£15,495 ★★★½☆

Neatly tuned and nice sporty styling. Breaks the mould for budget superminis. **LxWxH** 4018x1729x1507 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 VTi-Tech	104	108	10.9	42.3	152

4 EV **5dr hatch** £26,995–£32,495 ★★★★½

Electric family car is good value, useful and fun to drive to boot. **LxWxH** 4287x1836x1504 **Kerb weight** 1655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
125kW 51kWh	168	100	7.7	218	0
150kW 64kWh	200	100	7.9	281	0

5 SW EV **5dr estate** £30,995–£33,495 ★★★½☆

Segment-first electric estate could be all the real-world EV you need. **LxWxH** 4544x1729x1509 **Kerb weight** 1532kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
61kWh	154	115	7.7	250	0

ZS **5dr SUV** £17,795–£35,495 ★★★☆☆

Much improved on previous MGs, but still lacks the sophistication of its closest rivals. **LxWxH** 4314x1809x1611 **Kerb weight** 1190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 VTi-Tech	104	109	10.9	41.5	155
1.0T GDi	109	112	12.4	38.6	166
45kWh EV	143	87	8.5	163	0
73kWh EV	156	108	8.4	273	0

HS **5dr SUV** £23,495–£33,595 ★★★☆☆

Goes big on metal for the money but covers its budget roots with mixed success. **LxWxH** 4574x1876x1664 **Kerb weight** 1489kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 T-GDi	162	118	9.9	36.2-37.2	168
1.5 T-GDi PHEV	254	118	7.1	155.8	43

MINI

3dr Hatch **3dr hatch** £22,565–£34,945 ★★★★½

Three-pot engines and cleverly designed interior make the Mini a superb choice. **LxWxH** 3821x1727x1414 **Kerb weight** 1190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 One	101	121	10.1-10.2	49.6	130
1.5 Cooper	134	130	7.8-7.9	48.7-49.6	130-132
2.0 Cooper S	189	145-146	6.7-6.8	44.1	145
2.0 John Cooper Works	227	152	6.1-6.3	39.8	160

Electric **3dr hatch** £29,000–£35,050 ★★★★☆

Won't break records on range or usability, but has plenty of zip and driver appeal. **LxWxH** 3850x1727x1414 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
33kWh	180	93	7.3	144	0

Convertible **2dr open** £25,465–£38,145 ★★★½☆

A fun open-top car but compromised on practicality and dynamics. **LxWxH** 3821x1727x1415 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Cooper	134	128	8.8	46.3	138-139
2.0 Cooper S	175	143	7.2	42.2	151
2.0 John Cooper Works	227	150	6.6	39.2	165

5dr Hatch **5dr hatch** £23,225–£31,760 ★★★★½

Mini charm in a more usable package, but still not as practical as rivals. **LxWxH** 3982x1727x1425 **Kerb weight** 1240kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 One	101	119	10.6	49.6	130
1.5 Cooper	134	129	8.4	48.7-49.6	131-132
2.0 Cooper S	175	146	6.9	44.1-45.6	141-146

Clubman **5dr hatch** £27,015–£40,305 ★★★★☆

Cheery and alternative Mini 'six-door' takes the brand into new territory. **LxWxH** 4253x1800x1441 **Kerb weight** 1375kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Cooper	134	128	9.2	47.1	136-137
2.0 Cooper S	175	142	7.3	42.2	152-153
2.0 John Cooper Works All4	302	155	4.9	38.2	169

Countryman **5dr hatch** £28,815–£42,650 ★★★½☆

Bigger than before, but still more funky than useful. Still not all that pretty, either. **LxWxH** 4299x2005x1557 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Cooper	136	124	9.7	44.8	143
1.5 Cooper All4	136	122	10.3	40.9	157-158

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Cooper S E All4 PHEV	217	122	6.8	156.9	41
2.0 Cooper S	192	140	7.5-7.6	42.2-42.8	151-152
2.0 Cooper S All4	192	138	7.6	40.4	158-159
2.0 John Cooper Works All4	302	155	5.1	37.2	174

MORGAN

Super 3 **0dr open** £63,635 ★★★★⯪

Puts a smile on your face with an experience that takes you away from the everyday. **LxWxH** 3581x1850x1132 **Kerb weight** 635kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5	118	130	7.0	49.2	131

Plus Four **2dr open** £63,635 ★★★⯪☆

Morgan's four-cylinder lifeblood model gets 21st-century underpinnings. **LxWxH** 3830x1500x1250 **Kerb weight** 1013kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0	255	149	5.1	38.8	165

Plus Six **2dr open** £82,995 ★★★⯪☆

Feels like progress in lots of ways, but not yet the driver's car it might be. **LxWxH** 3890x1756x1220 **Kerb weight** 1075kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0	335	166	4.2	38.2	180

NISSAN

Micra **5dr hatch** £17,235–£20,315 ★★★★☆

Refreshed look and better handling makes it an enticing choice. Has its flaws, though. **LxWxH** 3991x1743x1455 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 IG-T 92	91	111	11.8	50.4	123-129

Leaf **5dr hatch** £28,995–£36,445 ★★★★☆

Better looks, better value and better range from this second-gen electric hatch. **LxWxH** 4387x1768x1520 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
40kWh	147	90	7.9	168	0
62kWh	214	98	6.9-7.3	239	0

Juke **5dr hatch** £20,695–£30,425 ★★★⯪☆

Second-generation crossover is impressive in some respects, but outstanding in few. **LxWxH** 4135x1765x1565 **Kerb weight** 1605kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 DiG-T 114	114	112	10.7	47.9	134-139

Qashqai **5dr SUV** £26,405–£41,340 ★★★★☆

Ticks the important family car boxes, but ICE powertrain lacks refinement. **LxWxH** 4425x2084x1625 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 DiG-T 140	138	122	10.2	44.3	143-144
1.3 DiG-T 158	156	123	9.9	41.5-44.4	145

X-Trail **5dr SUV** £32,030–£47,155 ★★★⯪☆

Shortfalls on refinement and drivability, plus a slight lack of the original's character. **LxWxH** 4640x1820x1710 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 DiG-T 160	158	123	11.5	37.8-38.5	166-173

NOBLE

M600 **2dr coupé** £248,000–£287,600 ★★★⯪☆

Deliciously natural and involving; a bit ergonomically flawed. **LxWxH** 4360x1910x1120 **Kerb weight** 1198kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.4 V8	662	225	3.0	16.8	333

ORA

Funky Cat **5dr hatch** £31,995 ★★★★☆

A charismatic and good-value electric hatchback from China's Great Wall Motor. **LxWxH** 4235x1825x1603 **Kerb weight** 1540kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
126kW 48kWh	169	99	8.3	193	0

PEUGEOT

208 **3dr/5dr hatch** £20,340–£34,595 ★★★⯪☆

A big improvement for Peugeot, if not for the supermini class. **LxWxH** 3475x1615x1460 **Kerb weight** 1065kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 75	72	106	14.9	58.9	124
1.2 PureTech 100	98	117	9.9	53.0	124-126
1.2 PureTech 130	128	129	8.7	51.9	128
50kWh e-208	136	93	8.1	194-217	0
1.5 BlueHDi 100	99	117	10.2	70	109-110

308 **5dr hatch** £27,130–£41,140 ★★★★☆

Brings electrification and design flair but retains the old model's dynamic character. **LxWxH** 4365x1850x1441 **Kerb weight** 1288kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	130	9.7	52.1	122
1.6 Hybrid	180	140	7.6	213-281	23-30
1.6 Hybrid 225	225	146	8.0	213-266	24-30
1.5 BlueHDi	131	129	10.6	65.4	113-114

308 SW **5dr estate** £28,330–£42,340 ★★★★☆

Blends character and practicality, without compromising on the hatchback's style. **LxWxH** 4635x2062x1442 **Kerb weight** 1345kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	130	9.9	52.1	122
1.6 Hybrid	180	139	7.7	213-281	25-30
1.6 Hybrid 225	225	146	7.6	213-266	26-30
1.5 BlueHDi	131	129	10.9	65.0	113-114

408 **5dr hatch** £31,050–£46,500 ★★★★☆

Comfortable, spacious, stylish companion targets fleet buyers and hits the bullseye. **LxWxH** 4687x1859x1478 **Kerb weight** 1467kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	130	na	na	137
1.6 Hybrid	180	140	na	na	154
1.6 Hybrid 225	222	145	7.8	211.3-269.5	28

508 **4dr saloon** £33,945–£54,775 ★★★★☆

Stylish and likeable but lacking the polish of more premium rivals. **LxWxH** 4750x1859x1430 **Kerb weight** 1535kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	127	8.1	49.1	129
1.6 Hybrid	223	155	8.3	166.0-235.0	27-38
1.6 Hybrid PSE	355	155	5.2	141.2	42
1.5 BlueHDi 130	126	126	10.0	62.0	124

508 SW **5dr estate** £35,695–£56,575 ★★★☆☆

Bodystyle takes the edge off the 508's style yet doesn't fully address practicality. **LxWxH** 4778x1859x1420 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	127	8.3	49.1	129
1.6 Hybrid	223	155	8.3	166.0-235.0	27-38
1.6 Hybrid PSE	355	155	5.2	141.2	42
1.5 BlueHDi 130	126	129	10.1	62.0	127

2008 **5dr SUV** £24,295–£39,850 ★★★★☆

Compact crossover has most rivals licked, but class is still waiting for a game-changer. **LxWxH** 4300x1770x1550 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 100	98	115	10.9	52.0	125-127
1.2 PureTech 130	128	122	8.9	50.6	132
1.2 PureTech 155	153	129	8.2	46.6	141
50kWh e-2008	136	93	8.5	191-206	0
1.5 BlueHDi	98	115	11.4	62.7	118-120

3008 **5dr SUV** £32,605–£49,640 ★★★★☆

Cleverly packaged Peugeot offers just enough SUV DNA to make the difference. **LxWxH** 4447x2098x1624 **Kerb weight** 1250kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	126	117	10.5-10.8	37.2	146-149
1.6 Hybrid	223	146	5.9	157-222	29
1.6 Hybrid4	298	149	5.9	166-235	36
1.5 BlueHDi 130	126	119	9.5	55.1	137-139

5008 **5dr SUV** £36,570–£42,610 ★★★★☆

Less MPV, more SUV, and shares its siblings' good looks. Competent to drive, too. **LxWxH** 4641x1844x1640 **Kerb weight** 1511kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	126	117	10.4-10.9	46.0	150-153
1.6 PureTech 180	178	135	8.3	39.6	168-170
1.5 BlueHDi 130	129	119	10.7	57.3	139-142
2.0 BlueHDi 180	175	131	9.1	47.3	164-166

PININFARINA

Battista **2dr coupé** £2,000,000 ★★★★☆

Considering its ridiculous power, that it's such a joy to drive is a marvel in itself. **LxWxH** na **Kerb weight** 2200kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1417kW 120kWh	1900	217	2.0	311	0

POLESTAR

2 **5dr hatch** £43,150–£52,950 ★★★★☆

High-rise saloon takes the EV off in a development direction all of its own. **LxWxH** 4607x1859x1478 **Kerb weight** 2048kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
63kWh Standard Range	221	99	7.4	273	0
78kWh Long Range	228	99	7.4	317	0
78kWh Long Range AWD	402	127	4.2	298	0

PORSCHE

718 Boxster **2dr open** £51,175–£82,270 ★★★★⯪

Our idea of drop-top heaven. Exceptional to drive, whether cruising or hurrying. **LxWxH** 4379x1801x1280 **Kerb weight** 1335kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0	290	170	4.9-5.1	32.5	198
2.0 T	296	170	4.7-5.3	32.5	199
2.5 S	339	177	4.4-4.6	29.1	229
4.0 GTS	396	182	4.5	25.9	247
4.0 Spyder	414	189	4.4	25.4	251

718 Cayman **2dr coupé** £49,175–£116,120 ★★★★★

Scalpel-blade incisiveness, supreme balance and outstanding driver involvement. **LxWxH** 4379x1801x1295 **Kerb weight** 1335kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0	290	170	4.9-5.1	32.8	197
2.0 T	296	170	4.9-5.3	35.5	198
2.5 S	339	177	4.4-4.6	29.1	228
4.0 GTS	396	182	4.5	25.9	247
4.0 GT4	414	188	4.4	25.7	251
4.0 GT4 RS	493	196	3.4	21.4	299

911 **2dr coupé** £91,870–£216,620 ★★★★⯪

Wider, eighth-generation 911 is still eminently fast, and capable at all speeds. **LxWxH** 4519x1852x1300 **Kerb weight** 1565kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 Carrera	380	182	4.0	27.4	233
3.0 Carrera 4	380	180	4.0	26.9	238
3.0 Carrera S	444	191	3.7	27.4	234
3.0 Carrera 4S	444	190	3.4	26.9	239
3.0 Carrera GTS	473	193	3.4	24.8-26.4	244-258
3.0 Carrera 4 GTS	473	193	3.3	24.8-26.6	240-259
3.0 Targa 4	380	179	4.4	26.9	239
3.0 Targa 4S	444	189	3.8	26.4	244
3.0 Targa 4 GTS	473	193	3.4	24.8-27.1	236-258
4.0 GT3	503	199	3.4	21.7-21.9	283-304
3.7 Turbo	572	199	2.8	23.5	271
3.7 Turbo S	641	205	2.7	23.5	271
Sport Classic	542	205	4.1	22.4	285

911 Cabriolet **2dr open** £101,870–£181,320 ★★★★☆

Fewer compromises than ever, if rewarding only at full attack. **LxWxH** 4519x1852x1297 **Kerb weight** 1585kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 Carrera	380	180	4.4	27.2	236
3.0 Carrera 4	380	180	4.4	26.9	238
3.0 Carrera S	444	190	4.4	27.4	233
3.0 Carrera 4S	444	188	3.6	26.6	241
3.0 Carrera GTS	473	192	3.6	26.9	239
3.0 Carrera 4 GTS	473	191	3.5	25.0	244
3.7 Turbo	572	199	2.9	23.3	275
3.7 Turbo S	641	205	2.8	23.3	275

Panamera **4dr saloon** £74,970–£145,970 ★★★★★

Revamped big saloon is an absolute belter, making it almost the perfect grand tourer. **LxWxH** 5049x1937x1423 **Kerb weight** 1815kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.9 V6	325	168	5.6	27.7	232
2.9 V6 4	325	167	5.3	27.2	235
2.9 V6 4S	434	183	4.3	27.4	234
2.9 V6 4 E-Hybrid	456	174	4.4	78.5-85.6	60
2.9 V6 4S E-Hybrid	552	185	3.7	78.5-85.6	60
4.0 V8 GTS	473	186	3.9	23.3	275
4.0 V8 Turbo S	621	196	3.1	22.1	289
4.0 V8 Turbo S E-Hybrid	690	196	3.2	97.4-104.6	62-66

Panamera Sport Turismo **5dr estate** £80,170–£149,170 ★★★★⯪

The Panamera in a more practical form, and now it's a good-looking beast. **LxWxH** 5049x1937x1428 **Kerb weight** 1880kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.9 V6 4	325	163	5.3	26.4	242
2.9 V6 4S	434	180	4.3	26.4	242
2.9 V6 4 E-Hybrid	456	174	4.4	78.5-85.6	60
2.9 V6 4S E-Hybrid	552	182	3.7	78.5-85.6	60
4.0 V8 GTS	473	181	3.9	22.8	280
4.0 V8 Turbo S	621	196	3.1	21.7	295
4.0 V8 Turbo S E-Hybrid	690	196	3.2	94.2-97.4	65-69

Taycan **4dr saloon** £75,555–£142,455 ★★★★⯪

First all-electric Porsche shows the rest of the world how it should be done. **LxWxH** 4963x1966x1381 **Kerb weight** 2305kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
79kWh	405	143	5.4	220-268	0
79kWh 4S	527	155	4.0	252	0
93kWh	472	143	5.4	253-301	0
93kWh 4S	563	155	4.0	287	0
93kWh GTS	590	155	3.7	273	0
93kWh Turbo	670	161	3.2	280	0
93kWh Turbo S	751	161	2.8	256	0

Taycan Sport Turismo **5dr estate** £76,555–£143,455 ★★★★⯪

Less rugged than the Cross Turismo, but no less capable. **LxWxH** 4963x2144x1390 **Kerb weight** 2250kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
79kWh	405	143	5.4	222-269	0
79kWh 4S	527	155	4.0	222-274	0
93kWh	472	143	5.4	259-306	0
93kWh 4S	563	155	4.0	259-306	0
93kWh GTS	590	155	3.7	263-304	0
93kWh Turbo	670	155	3.2	263-305	0
93kWh Turbo S	751	155	2.8	267-285	0

Taycan Cross Turismo **5dr estate** £84,555–£143,455 ★★★★⯪

Melds together two vehicle types, and somehow hangs together, brilliantly. **LxWxH** 4974x2144x1409 **Kerb weight** 2320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
93kWh 4	472	137	5.1	242-283	0
93kWh 4S	563	149	4.1	241-281	0
93kWh GTS	590	155	3.7	273	0
93kWh Turbo	670	155	3.3	245-281	0
93kWh Turbo S	751	155	2.9	241-260	0

Macan **5dr SUV** £52,870–£70,870 ★★★★⯪

Spookily good handling makes this a sports utility vehicle in the purest sense. **LxWxH** 4696x1923x1624 **Kerb weight** 1770kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0	263	144	6.4	26.4	228
2.0 T	263	144	6.4	26.4	224-239
3.0 V6 S	377	161	4.8	25.4	251
3.0 GTS	438	169	4.5	25.0	255

Cayenne **5dr SUV** £66,120–£134,265 ★★★★⯪

Refreshed look, improved engines and interior, and a better SUV overall. **LxWxH** 4926x2194x1673 **Kerb weight** 2175kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6	335	152	6.2	22.6-24.6	259-283
3.0 V6 E-Hybrid	456	157	5.0	76.3-91.1	71-83
2.9 V6 S	340	152	6.2	21.9-23.9	268-292
4.0 V8 GTS	453	168	4.8	20.0-21.2	301-219
4.0 V8 Turbo	542	178	4.1	20.0-20.9	305-319
4.0 V8 S E-Hybrid	671	183	3.8	68.9-74.3	86-92

Cayenne Coupé **5dr SUV** £69,520–£149,930 ★★★★☆

Little different to drive from the standard car but certainly has an appeal all of its own. **LxWxH** 4931x1983x1676 **Kerb weight** 2030kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6	335	150	6.0	22.6-24.4	263-283
3.0 V6 E-Hybrid	456	157	5.1	76.3-88.3	73-85
2.9 V6 S	428	163	5.0	21.9-23.5	271-292
4.0 V8 GTS	453	168	4.5	20.2-21.2	302-318
4.0 V8 Turbo	533	178	3.9	20..0-20.9	307-319
4.0 V8 S E-Hybrid	671	183	3.8	68.9-74.3	87-92
4.0 V8 GT	632	186	3.1	20.0	319

RADICAL

Rapture **0dr open** £110,000 ★★★⯪☆

Not as well mannered as some lightweights but spectacular in its track-day element. **LxWxH** 4100x1790x1130 **Kerb weight** 765kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.2 Turbo	360	165	3.1	na	na

RXC GT **2dr open** £145,000 ★★★⯪☆

Designed for pounding around a track; out of its element on the road. **LxWxH** 4300x1960x1127 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.5 V6 400	400	179	2.8	na	na
3.5 V6 650	650	180	2.7	na	na

RENAULT

Clio **5dr hatch** £18,895–£23,995 ★★★★☆

Plusher, smoother and much more mature. A car of substance as well as style. **LxWxH** 4047x1728x1440 **Kerb weight** 1148kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TCe 90	88	112	12.2	54.4	117
1.6 E-Tech Hybrid	138	112	9.3	65.7	96

Zoe **5dr hatch** £29,995–£31,995 ★★★⯪☆

A far more practical zero-emission solution. Attractive price, too. **LxWxH** 4084x1730x1562 **Kerb weight** 1470kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
50kWh R135	132	87	9.5	232	0

Captur **5dr SUV** £22,295–£33,895 ★★★★☆

Jacked-up Clio is among the better downsized options. Stylish and fluent-riding. **LxWxH** 4122x1778x1566 **Kerb weight** 1184kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TCe 90	89	104	14	47.9	133-134
1.6 E-Tech Hybrid	140	106	10.6	56.5	113-114
1.6 E-Tech PHEV	156	107	10.1	217.3	30-33

Kadjar **5dr SUV** £26,295–£27,895 ★★★⯪☆

Fine value, practical, decent to drive and good-looking, but the Qashqai is classier. **LxWxH** 4449x1836x1607 **Kerb weight** 1306kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 TCe 140	138	124	9.8	45.6	143-147

Arkana **5dr SUV** £26,795–£32,295 ★★★⯪☆

Showy styling clothes an eminently sensible but unspectacular car. **LxWxH** 4568x1820x1576 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 TCe Mild Hybrid 140	138	127	9.8	48.7	132
1.6 E-Tech Hybrid 145	143	107	10.8	58.9	108

Mégane E-Tech Electric **5dr SUV** £36,995–£40,995 ★★★★☆

More fun than most EVs while also efficient, comfortable and tech-savvy. **LxWxH** 4200x1860x1505 **Kerb weight** 1708kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
EV60 160kW 60kWh	215	99	7.5	280	0

RIMAC

Nevera **2dr coupé** £2,000,000 ★★★★☆

Electric hypercar from Croatian specialist is sibling of fantastic Pininfarina Battista. **LxWxH** 4750x1986x1208 **Kerb weight** 2150kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1427kW 120kWh	1914	256	2.0	340	0

ROLLS-ROYCE

Wraith **2dr coupé** £282,220–£324,220 ★★★★⯪

An intimate and involving Rolls. Not as grand as some, but other traits make it great. **LxWxH** 5285x1947x1507 **Kerb weight** 2360kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.6 V12	624	155	4.6	18.5-18.6	347-348

Dawn **2dr open** £305,620–£347,620 ★★★★⯪

Essentially as Wraith, except with a detuned engine and in elegant convertible form. **LxWxH** 5295x1947x1502 **Kerb weight** 2560kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.6 V12	563	155	5.0	16.8-17.4	367-380

Ghost **4dr saloon** £275,020–£320,020 ★★★★☆

'Affordable' Rolls is a more driver-focused car than the Phantom. Still hugely special. **LxWxH** 5399x1948x1550 **Kerb weight** 2360kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.6 V12	563	155	4.9-5.0	18.5-18.6	347-348

Phantom **4dr saloon** £378,820–£450,820 ★★★★★

Phantom takes opulent luxury to a whole new level. **LxWxH** 5762x2018x1646 **Kerb weight** 2560kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.75 V12	563	155	5.1-5.2	18.6-18.8	341-344

Cullinan **4dr SUV** £303,220–£347,020 ★★★★☆

Big, bold new 4x4 begins the next era for the brand, with a model that convinces. **LxWxH** 5341x2164x1835 **Kerb weight** 2730kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.75 V12	563	155	5.2	17.3-18.1	355-370

SEAT

Ibiza **5dr hatch** £17,955–£22,100 ★★★★⯪

Reinvigorated Ibiza is more mature and takes the class honours from the Fiesta. **LxWxH** 4059x1780x1444 **Kerb weight** 1091kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 MPI 80	79	106	15.3	50.4-52.3	122-128
1.0 TSI 95	93	113	10.9	52.3	124-125
1.0 TSI 110	109	121	10.3	51.4	123-124

Leon **5dr hatch** £22,515–£32,790 ★★★★☆

A creditable effort and a notable improvement in form, with plenty of niche appeal. **LxWxH** 4282x1816x1459 **Kerb weight** 1202kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	122	10.8	51.4-52.3	123-126
1.0 eTSI	108	119	10.6	50.4-51.4	124-129
1.5 TSI Evo 130	128	129	9.4	49.6-51.4	124-128
1.5 TSI Evo 150	148	135	8.7	48.7	133
2.0 TSI Evo 190	188	144	7.2	42.2	131-154
1.4 eHybrid PHEV	201	137	7.5	235.4	26-28
2.0 TDI 150	113	124	8.9	64.2-65.7	113-115

Leon Estate **5dr estate** £23,500–£35,445 ★★★★☆

Good-looking and responsive hatchback-turned-estate. **LxWxH** 4549x1816x1454 **Kerb weight** 1236kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 100	108	124	11.2	49.6-51.4	126-129
1.0 eTSI	108	124	11	49.6	130
1.5 TSI Evo 130	128	130	9.7	49.6-51.4	125-128
1.5 TSI Evo 150	148	135	9	47.9-48.7	132-133
2.0 TSI Evo	188	145	7.4	42.2	151-152
1.4 eHybrid PHEV	201	137	7.5	235.4	26-28
2.0 TDI 150	113	124	9.2	64.2-65.7	114-116

Arona **5dr SUV** £20,960–£26,870 ★★★★☆

Seat's second SUV doesn't disappoint, with it taking charge of the class dynamically. **LxWxH** 4138x1780x1543 **Kerb weight** 1165kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 95	93	107	11.2	51.4	124
1.0 TSI 115	113	113	9.8-10.0	47.9-53.3	121-134
1.5 TSI Evo 150	148	127	8.3	44.8-45.6	140-143

Ateca **5dr SUV** £26,395–£38,270 ★★★★⯪

Seat's first SUV is very good. So good, in fact, it's a Qashqai beater. **LxWxH** 4363x1841x1601 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	112	11.3	44.1-46.3	139-146
1.5 TSI Evo 150	148	124	9	42.2-43.5	149-152
2.0 TSI 190	188	133	7.1	34.9-35.3	181-183
2.0 TDI 116	114	115	10.9	54.3-55.4	135-137
2.0 TDI 150	148	126	9.3	55.4-58.9	141-166
2.0 TDI 150 4Drive	148	122	8.7	47.1-48.7	141-166

Tarraco **5dr SUV** £32,255–£44,170 ★★★★☆

Seat's largest SUV brings a hint of youthful exuberance to a practical category. **LxWxH** 4735x1839x1674 **Kerb weight** 1845kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	124	9.9	38.7-41.5	155-166
2.0 TSI 4Drive 190	188	130	7.8	31.0-31.7	201-207
2.0 TSI 245	242	142	6.3	32.1-32.8	195-200
2.0 TDI 150	148	124	10.2	49.6-52.3	144-150
2.0 TDI 200 4Drive	197	130	7.8	41.5-42.8	172-178

SKODA

Fabia **5dr hatch** £17,990–£21,125 ★★★★☆

Strong ergonomics and fine road manners – if you buy one of the more powerful models. **LxWxH** 4108x1780x1459 **Kerb weight** 1119kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 MPI 80	78	111	15.6	55.4	116
1.0 TSI	93	121	10.7	55.4	115-116
1.0 TSI 110	109	127	9.9	57.6	113-127

Scala **5dr hatch** £20,120–£26,430 ★★★★☆

Undercuts rivals on price and ushers in a sharp new design language for Skoda. **LxWxH** 4362x1793x1471 **Kerb weight** 1381kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 95	94	118	10.9	53.3	119-120
1.0 TSI 110	108	123	10.1	51.4-53.3	120-124
1.5 TSI 150	148	137	8.1	50.4-51.4	125-128

Octavia **5dr hatch** £23,650–£37,055 ★★★★☆

Does comfort and practicality like no other. Good, frugal engines too. **LxWxH** 4689x1829x1470 **Kerb weight** 1225kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	113	129	10.8	54.3-56.5	115-117
1.5 TSI 150	148	143	8.5	52.3-53.3	121-123
2.0 TSI vRS	242	155	6.8	40.9	157
2.0 TDI 116	114	131	10.2	68.9	109
2.0 TDI 150	148	143	8.7	64.2-67.3	109-115
2.0 TDI 200 vRS	197	154	7.4	56.5	130
2.0 TDI 200 vRS 4x4	197	150	6.8	51.4	145

Octavia Estate **5dr estate** £24,630–£38,295 ★★★★☆

Class-leading amount of space and practicality. Comfortable, too. **LxWxH** 4667x1814x1465 **Kerb weight** 1247kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	113	125	11	53.3-54.3	118-119
1.5 TSI 150	148	139	8.6	50.4-52.3	123-126
2.0 TSI vRS	242	155	6.8	40.4	159
2.0 TDI 116	114	128	10.3	67.3	111
2.0 TDI 150	148	139	8.6	62.8-65.7	112-118
2.0 TDI 200 vRS	197	152	7.5	55.4	132
2.0 TDI 200 vRS 4x4	197	147	7.1	50.4	147

Superb **5dr hatch** £30,255–£44,140 ★★★★☆

Another great Czech value option that's big on quality and space if not on price. **LxWxH** 4869x1864x1469 **Kerb weight** 1340kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	137	9.2	40.4-44.8	142-157
2.0 TSI 190	188	148	7.7	38.2-39.2	162-168
2.0 TSI 280 4x4	276	155	5.3	32.2-34.0	188-193
1.4 iV PHEV	215	138	7.4	148.7-188.3	33-42
2.0 TDI 150	148	138	9.1	54.3-58.9	125-136
2.0 TDI 200	197	151	7.9	51.4-53.3	140-145
2.0 TDI 200 4x4	197	148	7.3	47.9	154

Superb Estate **5dr estate** £31,505–£42,985 ★★★★☆

Even more commendable than above, primarily thanks to its enormous boot. **LxWxH** 4856x1864x1477 **Kerb weight** 1365kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	132	9.3	40.9-45.6	141-157
2.0 TSI 190	188	143	7.8	39.8-40.9	162-168
2.0 TSI 280 4x4	276	155	5.3	33.2-34.0	188-194
1.4 iV PHEV	215	140	7.5	148.7-188.3	33-42
2.0 TDI 150	148	133	9.2	53.3-57.7	129-140
2.0 TDI 200	197	145	8	49.6-51.4	140-144
2.0 TDI 200 4x4	197	142	7.4	47.9	157

Kamiq **5dr SUV** £22,040–£27,625 ★★★⯪☆

Skoda's supermini platform has birthed a practical but predictable compact crossover. **LxWxH** 4241x1793x1553 **Kerb weight** 1251kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 95	93	112	11.2	49.6	129
1.0 TSI 115	112	120	10.3	47.1-49.6	130-136
1.5 TSI	148	132	11.2	46.3-47.9	133-139

Karoq **5dr SUV** £26,545–£38,805 ★★★★☆

Yeti replacement may not have its forebear's quirkiness, but it's brilliant otherwise. **LxWxH** 4382x1841x1603 **Kerb weight** 1265kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	117	11.3	44.8-47.9	133-143
1.5 TSI	148	126	9	42.8-44.8	143-149
20 TSI 190 4x4	188	132	7	33.2	191
2.0 TDI 116	114	118	10.7	58.9	126
2.0 TDI 150	148	127	9.0	50.4-52.3	142-148
2.0 TDI 150 4x4	148	121	8.8	42.8	172-174

Enyaq iV **5dr SUV** £38,970–£51,765 ★★★★☆

Practical, rangy and well priced. Hits a sweet spot in the EV market. **LxWxH** 4649x1879x1621 **Kerb weight** 1917kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
62kWh 60	177	99	8.7	256	0
82kWh 80	201	99	8.5	331	0
82kWh 80x Sportline	263	99	6.9	303	0

Enyaq Coupé iV **5dr SUV** £54,370 ★★★⯪☆

More style-led EV is the first to wear Skoda's performance badge. **LxWxH** 4653x1882x1660 **Kerb weight** 2204kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
82kWh vRS	299	111	6.4	312	0

Kodiaq 5dr SUV £33,485-£48,075 ★★★★☆
Skoda's first seven-seat SUV is a viable alternative to a traditional MPV. **LxWxH** 4697x1882x1676 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	123	9.3	37.2-39.2	164-172
2.0 TSI 190 4x4	188	132	7.8	32.1-32.5	196-200
2.0 vRS	242	144	6.6	32.5	198
2.0 TDI 150	148	123	9.8	46.3-47.9	154-161
2.0 TDI 150 4x4	148	120	9.6	44.8-47.9	155-165
2.0 TDI 200 4x4	197	131	7.8	41.5-42.5	175-178

SMART

EQ Fortwo 3dr hatch/open £22,225-£25,795 ★★⯪☆☆
Pricey, EV-only two-seater has urban appeal but is short on performance. **LxWxH** 2695x1663x1555 **Kerb weight** 1085kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
17kWh	79	81	11.6-11.9	81-84	0

EQ Forfour 5dr hatch £22,295-£23,445 ★★⯪☆☆
Four doors bring more mainstream practicality, but still hobbled by low range. **LxWxH** 3495x1665x1554 **Kerb weight** 1200kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
17kWh	79	81	12.7	84	0

SSANGYONG

Tivoli 5dr SUV £19,645-£23,395 ★★★⯪☆
Trails the Duster as the best-value small crossover - but not by much. **LxWxH** 4195x1795x1590 **Kerb weight** 1270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2P 128	126	112	10.6	47.9	158
1.5P 163	160	112	na	42.8	161-164
1.6D 136	130	108	na	50.4	145

Korando 5dr SUV £21,795-£32,215 ★★★☆☆
Competitive towing capabilities and generous kit, but still lacks dynamics. **LxWxH** 4450x1870x1629 **Kerb weight** 1610kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 GDi-Turbo	160	119	12.0	37.2	172
1.6 D 2WD	133	112	12.0	45.2	159-164
1.6 D 4WD	133	112	12.0	41.5	178
e-Motion 140kW 61.5kWh	187	97	9.0	294	0

Rexton 5dr SUV £38,600-£45,745 ★★★⯪☆
A vast improvement. Better on the road but without ditching its argicultural roots. **LxWxH** 4850x1960x1825 **Kerb weight** 2102kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.2d 181	178	115	11.3-11.9	32.9	205-227

SUBARU

Outback 5dr estate £36,845-£42,345 ★★⯪☆☆
Acceptable in isolation, but no class leader. **LxWxH** 4815x1840x1605 **Kerb weight** 1612kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5i	172	130	10.2	33.0	193

Forester 5dr SUV £37,885-£40,885 ★★★☆☆
Solid, spacious and wilfully unsexy. A capable 4x4 nonetheless. **LxWxH** 4610x1795x1735 **Kerb weight** 1488kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0i e-Boxer	148	117	11.8	34.7	185

XV 5dr SUV £33,195-£35,195 ★★★☆☆
No-nonsense crossover doesn't quite make enough sense. **LxWxH** 4450x1780x1615 **Kerb weight** 1355kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0i e-Boxer	148	120	10.7	35.7	180

Solterra 5dr SUV £49,995-£52,995 ★★★★☆
The classic Subaru traits are all carried over into the firm's first EV. **LxWxH** 4690x1860x1650 **Kerb weight** 2015kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
150kW 71.4kWh	215	99	6.9	289	0

SUZUKI

Ignis 5dr hatch £16,749-£18,749 ★★★★☆
Cute and rugged-looking 4x4 city car capable of tackling roads bereft of asphalt. **LxWxH** 3700x1660x1595 **Kerb weight** 855kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 Dualjet 12V	83	103	12.7	52.3	110-112
1.2 Dualjet 12V Allgrip	83	103	12.8	48.6	121

Swift 5dr hatch £15,999-£23,070 ★★★⯪☆
Given mature looks, more equipment and a hybrid powertrain, but it's no class leader. **LxWxH** 3840x1735x1495 **Kerb weight** 890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 Dualjet 83 12V	82	112	13.1	59.7	106
1.2 Dualjet 83 12V Allgrip	82	106	13.8	52.3	121
1.4 Boosterjet 48V Sport	129	130	9.1	50.4	125

Swace 5dr estate £27,499-£29,299 ★★★⯪☆
Rebadged Toyota Corolla Touring Sports serves as a useful addition to Suzuki's line-up. **LxWxH** 4655x1790x1460 **Kerb weight** 1420kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 Hybrid	120	112	11.1	64.2	99

Vitara 5dr SUV £23,749-£29,299 ★★★⯪☆
Utterly worthy addition to the class drives better than most. **LxWxH** 4175x1775x1610 **Kerb weight** 1075kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.4 Boosterjet 48V	127	118	9.5	52.7	128
1.4 Boosterjet 48V Allgrip	127	118	10.2	45.2	140

SX4 S-Cross 5dr SUV £25,499-£32,049 ★★★☆☆
Latest round of updates help keep it a decent budget offering. **LxWxH** 4300x1785x1593 **Kerb weight** 1305kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.4 Boosterjet 48V	127	121	10.2	53.2	120
1.4 Boosterjet 48V Allgrip	127	118	10.2	46.3	139

Across 5dr SUV £48,129 ★★★⯪☆
Rebadged Toyota PHEV plunges Suzuki convincingly into several new segments. **LxWxH** 4635x1855x1690 **Kerb weight** 1915kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 PHEV	182	112	6.0	282.4	22

TESLA

Model S 5dr hatch £91,980-£118,980 ★★★★⯪
Large range makes it not only a standout EV but also the future of luxury motoring. **LxWxH** 4978x1963x1445 **Kerb weight** 2108kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
AWD	670	155	3.1	405	0
Plaid	1020	200	2.0	396	0

Model 3 4dr saloon £42,990-£57,990 ★★★★☆
Lowest-price, biggest-volume Tesla yet arrives in the UK after wooing the US. **LxWxH** 4694x1849x1443 **Kerb weight** 1726kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
RWD	320	140	5.3	267	0
Long Range	434	145	4.2	360	0
Performance	522	162	3.1	352	0

Model Y 5dr SUV £44,990-£59,990 ★★★★☆
A compelling proposition, with respectable dynamics and a long range. **LxWxH** 4751x2129x1624 **Kerb weight** 2072kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
Long Range	434	133	5.0	315	0
Performance	563	155	3.5	303	0

Model X 5dr SUV £98,980-£110,980 ★★★★⯪
A genuine luxury seven-seat electric SUV that also has a large range. **LxWxH** 5036x2070x1684 **Kerb weight** 2459kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
AWD	670	155	3.8	348	0
Plaid	1020	163	2.5	340	0

TOYOTA

Aygo X 3dr hatch £15,975-£19,365 ★★★⯪☆
City car returns from SUV boot camp ready for the ultimate series of speed bumps. **LxWxH** 3700x1740x1525 **Kerb weight** 1360kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 VVT-i	71	98	14.9	57.6	110

Yaris 5dr hatch £22,110-£25,070 ★★★⯪☆
Stylish interior but ultimately a scaled-down version of bigger Toyotas. **LxWxH** 3495x1695x1510 **Kerb weight** 1310kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 VVT-i Hybrid	114	109	9.7	65.7-68.9	92-98

GR Yaris 5dr hatch £32,110-£35,610 ★★★★★
Focused, exhilarating all-wheel-drive hot hatch is the most exciting Toyota in ages. **LxWxH** 3995x1805x1455 **Kerb weight** 975kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 AWD	253	143	5.5	na	186

Corolla 5dr hatch £30,210-£35,145 ★★★★☆
Rebranded hatch has rolling refinement, interior ambience and affable handling. **LxWxH** 4370x1790x1435 **Kerb weight** 1340kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 VVT-i Hybrid	122	111	9.2	57.6-62.8	102-112
2.0 VVT-i Hybrid	180	111	7.5	53.3-57.6	111-120

Corolla Touring Sports 5dr estate £31,545-£36,860 ★★★★☆
More practical estate bodystyle proves just as capable with hybrid power. **LxWxH** 4650x1790x1435 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 VVT-i Hybrid	122	111	9.2	56.5-62.8	103-113
2.0 VVT-i Hybrid	180	111	7.5	53.3-56.5	112-121

Prius 5dr hatch £24,890-£35,400 ★★★★☆
Better all round compared with its predecessors. Challenging looks, though. **LxWxH** 4540x1760x1470 **Kerb weight** 1375kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 VVT-i Hybrid	120	112	10.6	58.9-67.3	94-109

Prius Plug-in Hybrid 5dr hatch £32,645-£34,745 ★★★★☆
Plug-in version is clever and appealing. Seems more comfortable in its skin. **LxWxH** 4645x1760x1470 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 VVT-i Hybrid	120	101	11.1	188.3-217.3	29-35

Yaris Cross 5dr SUV £24,840-£31,465 ★★★⯪☆
A credible compact SUV, buoyed by good driving dynamics and efficiency. **LxWxH** 4180x1765x1595 **Kerb weight** 1175kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Hybrid	114	106	11.2	56.5-64.2	100-112
1.5 Hybrid AWD	114	106	11.8	55.4	115

C-HR 5dr SUV £29,920-£36,050 ★★★★☆
Coupé-shaped crossover certainly turns heads and impresses on the road. **LxWxH** 4360x1795x1565 **Kerb weight** 1320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 Hybrid	119	105	11.0	57.7-58.9	109-110
2.0 Hybrid	181	112	8.2	53.3-54.3	119

bZ4X 5dr SUV £46,110-£55,710 ★★★⯪☆
Toyota's first EV is a solid all-round effort - just don't expect fireworks. **LxWxH** 4690x1860x1600 **Kerb weight** 2000kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
71.4kWh	201	99	7.5	na	0
71.4kWh	215	99	6.9	na	0

RAV4 5dr SUV £35,350-£45,755 ★★★☆☆
A solid option but ultimately outgunned by Korean competition. **LxWxH** 4605x1845x1675 **Kerb weight** 1605kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 Hybrid	194	112	8.4	50.4-51.3	126-131
2.5 Hybrid AWD	194	112	8.1	47.9-48.7	131-134
2.5 PHEV	302	112	6.0	na	na

Land Cruiser 3dr 3dr SUV £46,235 ★★★⯪☆
A proper countryside workhorse that will never let you down. **LxWxH** 4335x1885x1875 **Kerb weight** 2010kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.8 D-4D	201	109	12.7	27.7-30.1	239-267

Land Cruiser 5dr 5dr SUV £47,580-£63,580 ★★★⯪☆
Likeably simple, functional and worth considering if you need a dual-purpose SUV. **LxWxH** 4840x1885x1845 **Kerb weight** 2135kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.8 D-4D	201	109	12.7	27.7-30.4	245-267

Highlander 5dr SUV £55,210 ★★★⯪☆
Seven-seater bucks the trend of large hybrid SUVs being of the plug-in variety. **LxWxH** 4966x1930x1755 **Kerb weight** 2050kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 Hybrid	244	112	8.3	39.8	159-160

Mirai 4dr saloon £53,995-£64,995 ★★★★☆
A courageous endeavour, and one with the trappings of future acceptability. **LxWxH** 4975x1885x1470 **Kerb weight** 1905kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
Hydrogen FCV	174	109	9.0	69.4mpkg	0

GR86 2dr coupé £29,995 ★★★★⯪
The car that proves fun doesn't always have to mean fast, a true GT86 replacement. **LxWxH** 4265x1775x1310 **Kerb weight** 1276kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.4 D-4S	231	140	6.3	na	200

GR Supra 2dr coupé £54,485-£56,985 ★★★★☆
Brings welcome muscle, fun and variety to the affordable sports car class. **LxWxH** 4379x1292x1854 **Kerb weight** 1541kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0i	250	155	5.2	38.7	167
3.0i	335	155	4.3	34.5	188

VAUXHALL

Corsa 5dr hatch £18,065-£34,535 ★★★⯪☆
Improved in many ways but lacks the appeal to match its price. EV is more likeable. **LxWxH** 4060x1765x1433 **Kerb weight** 1141kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 75	72	108	12.4	53.3	125
1.2 100	97	121	9.3	48.7-52.3	126-134
50kWh Electric	132	93	7.6	209	0

Astra 5dr hatch £25,290-£40,550 ★★★⯪☆
Eye-catching, refined and polished to drive, but less practical than its predecessors. **LxWxH** 4373x1860x1441 **Kerb weight** 1341kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 Turbo 110	108	124	10.2	54.3	119
1.2 Turbo 130	128	134	9.9	54.3	119
1.6 Hybrid	178	140	9.3	201-256	24-26
1.6 Hybrid GSe	178	140	7.7	na	na
1.5 Turbo D 130	128	130	10.6	64.2	115

Astra Sports Tourer 5dr estate £26,490-£40,250
More spacious Astra wagon is as attractive as the hatchback. We have yet to drive it. **LxWxH** 4642x1860x1480 **Kerb weight** 1346kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 Turbo 110	108	124	10.8	52.3-53.3	125-127
1.2 Turbo 130	128	130	9.9	49.6-51.4	127-133
1.6 Hybrid	178	140	9.3	201-256	24-31
1.6 Hybrid GSe	178	140	7.7	na	na

Crossland 5dr SUV £20,295-£28,355 ★★★⯪☆
Still only a mid-pack player in a busy crossover market, but simple and easy to operate. **LxWxH** 4212x1765x1605 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2i 83	81	105	14.0	47.1	142
1.2i Turbo 110	108	117	10.6	47.1	140
1.2i Turbo 130	128	128	9.1	44.1-48.0	136-146

Mokka 5dr SUV £23,490-£38,645 ★★★⯪☆
Radically overhauled crossover now comes with the option of battery-electric power. **LxWxH** 4151x1791x1531 **Kerb weight** 1750kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 100	99	115	10.6	51.4	124
1.2 130	128	125	9.1	47.1-50.4	126-137
50kWh Electric	134	93	8.7	201	0

Grandland 5dr SUV £29,905-£42,360 ★★★☆☆
Does well to disguise its 3008 roots but too bland to stand out in a congested segment. **LxWxH** 4477x2098x1609 **Kerb weight** 1350kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 Turbo 130	128	117	10.4	45.6	141-147
1.6 Hybrid	223	140	8.9	192.0-210.0	34
1.5 Turbo D 130	128	119	12.3	54.3	136

Combo Life 5dr MPV £34,085-£36,545 ★★★⯪☆
Van-based people carrier is usable, spacious and practical, and now electric-only. **LxWxH** 4403x1841x1921 **Kerb weight** 1474kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Turbo D	na	114	10.6-12.7	54.3-58.8	129-137
50kWh	132	84	11.7	174	0

VOLKSWAGEN

Up 3dr/5dr hatch £14,210-£18,360 ★★★★☆
It's no revolution, but VW's hallmarks are in abundance. **LxWxH** 3600x1428x1504 **Kerb weight** 926kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 65	64	100	15.6	54.3	119
1.0 115 GTI	113	119	8.8	51.4	125-126

Polo 5dr hatch £19,505-£28,540 ★★★★☆
A thorough going-over makes it more mature, but the Polo is still a bit boring. **LxWxH** 4053x1946x1461 **Kerb weight** 1105kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 80	78	106	15.4	51.4	125
1.0 TSI 95	93	116	10.8	48.7-53.3	120-127
1.0 TSI 110	108	121	9.9	53.3-54.3	118-119
2.0 TSI GTI	204	149	6.5	39.8-41.5	155

Golf 5dr hatch £25,765-£48,250 ★★★★⯪
New strengths and familiar ones carry it back to the class lead, but only marginally. **LxWxH** 4284x1789x1492 **Kerb weight** 1231kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	126	10.2	53.3	121
1.5 TSI Evo 130	128	130	9.1	51.4-53.3	121-124
1.5 TSI Evo 150	148	139	8.9	50.4-51.4	124-128
1.4 TSI eHybrid	201	137	7.4	235.4	21-26
1.4 TSI GTE	242	140	6.7	235.4	27-28
2.0 TSI GTI	242	155	6.4	38.2	169
2.0 TSI 300 GTI	296	155	5.6	38.2	167
2.0 TSI 320 R 4Motion	296	155	4.7	36.2	177
2.0 TDI 115	113	126	10.2	67.3-68.9	107-110
2.0 TDI 150	148	139	8.8	64.2	116-117
2.0 TDI 200 GTD	197	152	7.1	54.3	137

Golf Estate 5dr estate £27,090-£45,190 ★★★★☆
Wagon puts on a growth spurt and adopts the eighth-generation hatchback's tech. **LxWxH** 4633x1789x1497 **Kerb weight** 1295kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	126	10.5	51.4	124
1.5 TSI 130	128	133	9.4	52.4	123
1.5 TSI 150	148	139	8.7	49.6	128
2.0 TSI R 4Motion	316	155	4.9	35.8	178
2.0 TDI 115	113	126	10.5	64.2	114
2.0 TDI 150	148	139	9.1	61.4	121
2.0 TDI 4Motion Alltrack	198	142	7.1	50.4	147

ID 3 5dr hatch £37,140 ★★★★☆
A very mature electric car whose substance of engineering is central to its appeal. **LxWxH** 4261x1809x1568 **Kerb weight** 1730kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
150kW 58kWh	201	99	7.3	261	0

Passat 4dr saloon £32,760-£40,820 ★★★★☆
Lands blows on rivals with its smart looks, civilised refinement, quality and usability. **LxWxH** 4767x2083x1476 **Kerb weight** 1367kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	137	8.9	46.3-47.9	139-146
2.0 TDI 150	148	139	9.1	58.9-60.1	124-127

Passat Estate 5dr estate £32,760-£40,515 ★★★★☆
All the Passat's redeeming features in spacious, practical estate form. **LxWxH** 4767x2083x1516 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	133	8.9	44.8-45.6	144-151
2.0 TDI 150	148	130-132	9.1	56.5-57.6	128-132

Arteon 4dr saloon £38,820-£55,875 ★★★⯪☆
VW's flagship saloon is well made and luxurious but rather bland to drive. **LxWxH** 4862x1871x1450 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	137	8.9	42.8-44.8	144-151
2.0 TSI 190	187	149	7.9	36.2-38.2	168-178
2.0 TSI R 4Motion	316	155	4.9	31.0	207
2.0 TDI 150	148	137	9.3	55.4-58.9	126-134
2.0 TDI 200	197	147	7.9	51.4-54.3	137-145
2.0 TDI 200 4Motion	197	145	7.4	46.3	159

Arteon Shooting Brake 5dr estate £40,060-£56,760 ★★★⯪☆
Hybrid option and estate bodystyle's extra versatility enhance the Arteon's appeal. **LxWxH** 4866x1871x1450 **Kerb weight** 1529kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	135	8.9	42.2-43.5	145-153
2.0 TSI 190	187	145	7.9	35.8-37.2	171-179
1.4 TSI eHybrid	218	138	7.8	217.3	31-32
2.0 TSI R 4Motion	316	155	4.9	31.0	207
2.0 TDI 150	148	135	9.4	54.3-57.6	128-136
2.0 TDI 200	197	145	7.9	50.4-53.3	139-147
2.0 TDI 200 4Motion	197	143	7.4	46.3	161

Touran 5dr MPV £33,980-£36,535 ★★★★☆
Dull overall, but it's a capable MPV, well made and hugely refined. **LxWxH** 4527x1829x1659 **Kerb weight** 1436kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	118	11.4	39.8-40.9	154-162

T-Cross 5dr SUV £22,535-£30,625 ★★★★⯪
Compact crossover delivers a classy, substantial feel on UK roads. **LxWxH** 4108x1760x1584 **Kerb weight** 1270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 95	93	112	11.5	47.9	132-133
1.0 TSI 110	108	117	9.9-10.4	42.8-48.7	132-149
1.5 TSI Evo 150	147	124	8.5	46.3-47.1	136-138

Taigo 5dr SUV £23,540-£30,990 ★★★⯪☆
Crossover-coupé-SUV-type thing fills a niche. Likeable enough. **LxWxH** 4266x1757x1518 **Kerb weight** 1407kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 95	95	114	11.1	51.4	124
1.0 TSI 110	110	119	10.4	51.4-52.3	124-125
1.5 TSI 150	150	132	8.3	47.9	138

T-Roc 5dr SUV/open £26,210-£42,285 ★★★★☆
VW's junior SUV is beguiling and sophisticated. It drives rather well, too. **LxWxH** 4234x1992x1573 **Kerb weight** 1270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	115	10.8	43.5-46.3	133-146
1.5 TSI Evo 150	148	127	8.4	40.9-47.9	144-158
2.0 TSI 4Motion	188	135	6.8	36.2	177-178
2.0 TSI R 300 4Motion	298	155	4.9	31.7	201
2.0 TDI 115	113	116	10.4	56.5-60.1	137-146
2.0 TDI 150	148	124	8.8	50.4-53.3	140-146

Tiguan 5dr SUV £30,030-£38,665 ★★★★☆
An improvement on the previous model and will continue to sell by the bucketload. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 130	128	119	10.9	44.1-44.8	143-146
1.5 TSI Evo 150	148	126	9.2-9.4	38.2-42.2	143-168
2.0 TDI 150	148	125-127	9.4	47.1-50.4	146-157

Tiguan Allspace 5dr SUV £34,320-£46,115 ★★★★☆
Has all the Tiguan's sensibility and refinement, now with the bonus of seven seats. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	123	9.5-10.3	37.2-39.2	164-176
2.0 TSI 4Motion	188	132	6.2-7.7	32.5	193
2.0 TDI 150	148	126	9.7	44.8-47.1	164-165
2.0 TDI 150 4Motion	148	123-124	9.8	41.5	177-179
2.0 TDI 200 4Motion	197	132	7.8	40.4-41.5	176-184

ID 4 5dr SUV £38,845-£52,865 ★★★★☆
Impressively refined and versatile SUV marks VW out as a maker of fine electric cars. **LxWxH** 4584x1852x1640 **Kerb weight** 1890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
109kW 52kWh	148	99	10.9	213	0
125kW 52kWh	170	99	9.0	213	0
150kW 77kWh	204	99	8.5	317	0
220kW GTX	299	112	6.2	301	0

ID 5 5dr SUV £50,710-£62,585 ★★★⯪☆
Tech-heavy, practical sloping SUV is easy to live with, but rivals are sharper to drive. **LxWxH** 4599x1852x1615 **Kerb weight** 2167kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
150kW 77kWh	170	99	10.4	327	0
150kW 77kWh Performance	204	99	8.4	314	0
220kW GTX	295	112	6.3	301	0

Touareg 5dr SUV £56,125-£58,805 ★★★★☆
Hints of ritziness and sportiness don't impinge on this functional luxury SUV's appeal. **LxWxH** 4878x2193x1717 **Kerb weight** 1995kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 TDI 231	228	135	7.6	33.6-34.4	214-219
3.0 V6 TDI 286	282	148	6.1	33.6-34.9	213-219

VOLVO

S60 4dr saloon £44,580-£56,480 ★★★★☆
Fresh-faced saloon now sits comfortably among the ranks of its German peers. **LxWxH** 4761x1916x1437 **Kerb weight** 1616kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B5P	246	112	6.7	41.5	153
2.0 T8 Recharge PHEV	384	112	4.6	122.8-176.5	42

V60 5dr estate £41,330-£57,635 ★★★★⯪
Spacious and comfortable, with a characterful, Scandi-cool design. **LxWxH** 4761x1916x1427 **Kerb weight** 1729kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B3	161	112	9.1	40.9	155
2.0 B4	197	112	8.0	41.5	152
2.0 B5	246	112	6.8-6.9	37.7-40.4	157-170
2.0 B6	297	112	6.0	36.2	175
2.0 T6 Recharge PHEV	335	112	4.6	362.6	18
2.0 B4D	197	112	7.6	47.0-50.4	146-156

S90 4dr saloon £63,080-£67,830 ★★★★☆
Volvo's mid-sized exec majors on comfort, style and cruising ability. **LxWxH** 4963x2019x1443 **Kerb weight** 1665kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 T8 Recharge PHEV	384	112	5.1	na	na

V90 5dr estate £50,255-£70,780 ★★★★☆
Luxury estate takes on the 5 Series and the E-Class. Comfy and a good cruiser. **LxWxH** 4936x2019x1475 **Kerb weight** 1679kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B4P	197	112	7.9	40.9	158
2.0 B5P	246	112	6.9	36.6-40.4	159-175
2.0 B6P	297	112	6.4	34.4-36.2	178-184
2.0 T6 Recharge PHEV	335	112	5.5	na	na
2.0 B4D	197	112	8.8	44.8-49.5	149-164

XC40 5dr SUV £35,835-£61,855 ★★★★☆
Volvo's take on the crossover aims to rival BMW, Mercedes and Audi. **LxWxH** 4425x1910x1658 **Kerb weight** 1626kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T4 Recharge	208	112	8.5	113-135	47-57
1.5 T5 Recharge PHEV	258	112	7.3	117.7-141.1	45-55
2.0 B3P	160	112	8.6	42.7	152
2.0 B4P	197	112	7.6	36.7-39.2	162-176
69kWh Recharge	228	99	7.4	261	0
78kWh Recharge	402	112	4.9	249	0

C40 Recharge 5dr SUV £48,355-£62,805 ★★★⯪☆
Kit will appeal to many but twin-motor potency isn't a natural fit for relaxed dynamics. **LxWxH** 4431x1910x1582 **Kerb weight** 2185kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
69kWh Recharge	231	99	7.4	269	0
78kWh Recharge	402	112	4.9	273	0

XC60 5dr SUV £47,465-£68,385 ★★★⯪☆
Looks like a small XC90 and carries on where the old one left off. A good, capable cruiser. **LxWxH** 4688x1999x1658 **Kerb weight** 1781kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B5P	246	112	6.9	36.7-38.1	168-176
2.0 T6 Recharge PHEV	335	112	5.9	282.1	23-64
2.0 T8 Recharge PHEV	384	112	5.5	282.1	25-64
2.0 B4D	194	112	8.3	44.8-45.5	161-166

XC90 5dr SUV £61,995-£83,130 ★★★★☆
Clever packaging, smart styling, good to drive: Volvo's closest thing to a class leader. **LxWxH** 4950x2008x1776 **Kerb weight** 1961kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B5P	246	112	7.7	32.4	198
2.0 B6P	296	112	6.7	90.7	210
2.0 T8 Recharge PHEV	384	112	5.4	217	28-76
2.0 B5D	232	112	7.6	41.5	178

EX90 5dr SUV £96,255-£100,555
Upcoming XC90 replacement is firm's most expensive car and longest-range EV. **LxWxH** 5037x2039x1747 **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
111kW	404	112	5.9	363	0
111kW Performance	513	112	4.9	360	0

WELLS

Vertige 2dr coupé £40,000 ★★★★☆
Brings traditional British sports car values to an exclusive audience. **LxWxH** 1450x1752x1142 **Kerb weight** 850kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0	209	140	4.6	45.0	na

ZENVO

TSR-S 2dr coupé £1,300,000 ★★★★☆
Danish supercar employs a hammer-blow V8 and extreme aerodynamics. **LxWxH** 4815x2038x1198 **Dry weight** 1495kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.8 S/C V8 Auto	1177	202	2.8	na	na

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SLIDESHOW

The best-handling front-wheel-drive cars

When handling is mentioned, it's almost always rear-wheel drive that gets thrust beneath the spotlight, due largely to the grip and balance it offers. RWD doesn't hold a monopoly, though: many excellently handling cars have been built with front-wheel drive, too. These are some of the best FWD cars, then – and yes, we know there are loads more.

MATTHEW MACCONNELL

Ford Puma 1997

The 1990s was the golden era for affordable sports coupés: Mazda had the MX-3, Vauxhall had the Tigra, Fiat had the Barchetta and Ford had the Puma. The Puma was available in 1.4-litre, 1.6-litre and 1.7-litre variants, the 1.7 being the option that enthusiasts favoured, as the 123bhp Yamaha-developed unit would haul all 1039kg from 0-62mph in just over 9sec. Underneath the Puma was the chassis from the fourth-generation Fiesta but with uprated suspension and a lower and wider track, giving darty handling. The limited-edition Racing Puma (pictured) arrived in 1999 to meet rally homologation regulations, with wider wheel arches, stiffer suspension, a new exhaust, uprated camshafts and around 30bhp extra.

Mini Cooper 1961

Mini is a bit scattergun with the Cooper name these days, but the Cooper Car Company's original creation is what earned the brand its famous 'go-kart' handling and giant-killer status. Rubber cones were used for suspension instead of conventional springs, giving it a raw and bumpy ride, while a low centre of gravity and short wheel travel let it corner sharply. The more powerful Cooper S model was released in 1963 with a 1.1-litre engine and larger disc brakes.

Lotus Elan 1989

We're used to Lotus doing rear-driven sports cars, but the M100 Elan was its front-driven answer to the big-selling Mazda MX-5. It had a lightweight composite body atop a rigid steel backbone chassis that had a "compliance raft" attached with stiff bushes to help reduce torque steer. The front suspension had a double-wishbone set-up, too. Unfairly, purists couldn't see past the idea of a front-wheel-drive Lotus and sales flopped, with only 4700 cars being produced.

Renault Clio RS 182 Trophy 2004

While many Renaultsport cars could make our list, the 182 Trophy offered the compact feel of the 1990s Clio Williams along with modern 200 Cup performance. RS engineers took the already fizzy 182 Cup and added rally-like Sachs remote-reservoir dampers at the front, giving optimised body control and little to no flex in hard cornering. They then added hydraulic bump stops and cut 10mm out of the ride height. Vigorous cornering made it lift its rear rather than understeer.

Peugeot 205 GTi 1984

Offered with a 104bhp 1.6-litre and then a 130bhp 1.9-litre unit, the 205 GTi had a MacPherson-strut front and a compact trailing-arm rear, combined with communicative steering, allowing it to rival larger and more powerful cars in handling. The 1.9 got suspension tweaks to reduce pitch and roll and combat understeer. It became increasingly popular because of its price-to-performance ratio and is still one of the best-ever hot hatches.

Honda Civic Type R 2015

You can't go wrong with any Type R, but we've chosen the FK2 Civic here. Honda adopted a dual-axis front suspension set-up with adaptive dampers to help control all 306bhp fed through the front wheels. Grip was provided plentifully by 19in wheels wrapped in Continental tyres. The +R driving mode chilled the stability control a bit and stiffened the suspension by 30%, making for a superbly involving experience on smooth roads.

Volkswagen Golf GTI 1976

The Mk1 Golf GTI scored with its sure-footed stability and nerve-holding stance in comparison to the bigger, rear-wheel-drive performance cars of its era. VW gave the Golf stiffer dampers and springs, fitted anti-roll bars and dropped it 20mm closer to the road. Its unassisted steering offered plenty of feedback, and it could make decent pace on a B-road, helped by a mere 840kg of kerb weight and 110bhp on tap.

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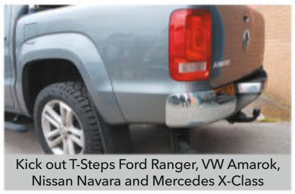
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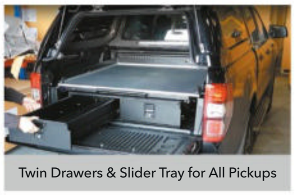
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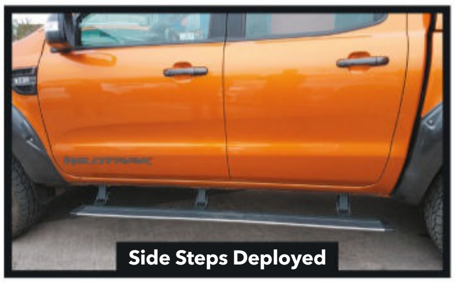
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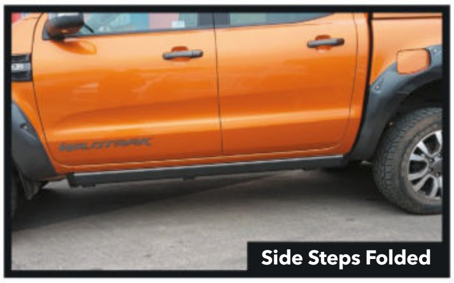
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